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No. 141 MARCH, 1966

Published first Thursday of the month

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A CHALLENGE — THIS IS NOT THE END OF THE ROYAL NAVY

New type of Guided Missile Destroyers to be built

THE long-awaited Defence Review was published on February 22 and, so far as the Royal Navy is concerned, the main interest centres on the fact that the Government intends to lay down no more aircraft carriers and, from this starting point, there will be, obviously, a gradual rundown of the Fleet Air Arm.

In presenting the White Paper on Defence the Minister of Defence, Mr. Denis W. Healey, emphasised that the Government's decision did not imply that the Royal Navy was on the way out. He stated that the Royal Navy will still be a considerable force, even without carriers, but the present carrier force will carry on well into the seventies. The eventual savings resulting from having no carriers would, possibly, mean more large ships for the Navy.

The Admiralty Board which, said the Minister, had fought hard for a new carrier, and senior officers, see the need for a reshaped Navy as a challenge, and have also emphasised that the Government's decisions are not a maritime disaster.

The present manpower of all types of the Fleet Air Arm constitutes approximately 14 per cent. of the Navy, and it appears that the rotary wing element is likely to be increased considerably over the coming decade. With the continuance of a carrier force until well into the seventies which means, virtually, that those now serving with over nine years service are unaffected, the number concerned, large though it is, is not so large as might, at first glance, be thought.

The main points of the review, apart from the decision not to build a new carrier were, from the Navy's point of view:

A more powerful class of guided missile ship, the Type 82 destroyer, is expected to be ordered for the Royal Navy later this year. Slightly larger than the present 'County' class guided-missile destroyers they are to be equipped with the Seadart and Ikara guided missiles, and a new Anglo/Dutch radar.

REFIT FOR 'ARK'

H.M.S. Ark Royal will be given a major refit to enable her to operate Phantoms and Buccaneer Mark 2 aircraft until the mid-seventies. These aircraft will be available until such time as the last of the Navy's carriers goes to the ship-breakers.

H.M.S. Centaur is to be 'moth-balled'.

When the 'Polaris' submarines—Renown, Repulse, Resolution and Revenge—become fully operational in 1969-70, the Navy will be responsible for the British contribution to the N.A.T.O. nuclear forces.

Early in the seventies four nuclear hunter/killer submarines should be in service—Valiant, Warspite, Churchill—and one other.

The 'Tiger' class cruisers will have been converted to helicopter cruisers.

The Aden base will be given up in 1968 when South Arabia is due to become independent, and there will be a small increase in British forces in the Persian Gulf.

CAREERS SAFEGUARDED

The gradual rundown of the Fleet Air Arm—not its disappearance—will doubtless present difficulties in recruitment and re-engagement. This the Government realises and has promised to safeguard the careers of officers and ratings. Already certain details have been promulgated to the Fleet.

The total of the Defence Budget for 1966/67 is £2,172 million, and of this amount the Royal Navy is allocated £597 million, £55 million more than last year. The Army's allocation remains almost as last year (£555 million), and the Royal Air Force expenditure will be £542 million (nearly £19 million less).

Centre Pages— The Royal Navy and the Defence Review



Admiral Sir Varyl Begg, K.C.B., D.S.O., D.S.C.

New First Sea Lord

CONSEQUENT upon the early retirement of Admiral Sir David Luce, G.C.B., D.S.O., O.B.E., because of his inability to accept the decision of the Cabinet on the future of aircraft carriers, Admiral Sir Varyl Begg, G.C.B., D.S.O., D.S.C., took up the appointment of First Sea Lord and Chief of Naval Staff on February 28—some six months earlier than had been previously promulgated.

Admiral Begg has been Commander-in-Chief, Portsmouth, since August, 1965.

Vice-Admiral Sir Frank Hopkins, K.C.B., D.S.O., D.S.C., who had been appointed to relieve Admiral Sir Varyl Begg as Commander-in-Chief, Portsmouth, next July, is now to take up the appointment during March. He is to serve in the rank of admiral. He has been Deputy Chief of Naval Staff and Fifth Sea Lord since January, 1963.

The Admiral Superintendent, H.M. Dockyard, Portsmouth, Rear-Admiral J. L. Blackham, has been appointed to take over temporary command of the Portsmouth Command until Admiral Hopkins takes up his new appointment.

Increases in pay for Armed Forces will cost over £50 million

A NEW ALLOWANCE DURING SEPARATION

AT a cost of over £50 m. per year the pay of the Services is, from April 1, 1966, to be brought more into line with the average pay of those in somewhat comparable jobs outside the Services. The officers and men of the Royal Navy will receive approximately one-fourth of this amount.

In addition to increase in basic pay, certain allowances have also been increased, and an entirely new allowance—Separation Allowance—has been introduced, payable to all eligible married officers and men who have been separated from their families for at least 12 months because of service outside the United Kingdom. Naval personnel appointed or drafted to certain seagoing ships on Home Sea Service and to ships on the Home Legs of General Service Commissions will also be eligible to receive the allowance.

The opportunity has been taken on the occasion of this, the fourth biennial review of Service Pay and Pensions in accordance with the Grigg system, of introducing an entirely fresh approach to the pay of officers of the Special Duties List.

NO 'MARK-TIME' RATE

The 'new look' on this subject does away with the 'mark time' rate of pay, all Sub-Lieutenants on promotion receiving 77s. a day, which is in excess of the pay of any Chief Petty Officer, including such items as Badge Pay, etc.

The new arrangements should encourage the young Petty Officer to become an officer at the earliest opportunity. In this connection it is interesting to note that Special

Duties List Officers make up about 22 per cent. of the officers of the Royal Navy, and this percentage is steadily rising.

Retired pay, pensions and gratuities have also been increased, the terminal grants continuing to be three times the annual rate of retired pay or pension.

The special duties list sub-lieutenant will receive retired pay at a special rate, but all other special duties officers will receive retired pay at the normal rates for officers of equivalent rank.

There is no alteration in the marriage allowance.

Length of service pay (LSP) for ratings will in future count from the age of 17½, and not 18.

SCALE 'A' PAY

There is an alteration to the regulations concerning scale 'A' pay which will prove of considerable interest to those for whom a long course is necessary before advancement. Scale 'A' pay will be payable in future to able and leading rates in 'other branches' when (a) they are qualified in all respects except for having passed the advancement examination (they must have passed the provisional examinations—which can be taken on board),

and (b) they have three years in the rating. Ratings for whom there is no provisional examination will continue to be required to pass the advancement examination to qualify for scale 'A' pay.

The gratuities payable to widows of former U.K. based officers and men who die while serving and not eligible for a widow's pension have also been increased.

The new rates of pay come into force on April 1, and the new rates of retired pay and pensions will also be effective as from the same date. They will apply to officers who retire on or after February 1, 1966, and to ratings who are discharged on or after January 31, 1966.

(for examples, see page 3)

'A VITAL JOB TO BE DONE'

IN a signal to the Fleet after the publication of the Defence Review, Vice-Admiral Sir Frank Hopkins, Deputy Chief of Naval Staff and Fifth Sea Lord, a Fleet Air Arm pilot, and the member of the Admiralty Board responsible for the Fleet Air Arm, and who becomes Commander-in-Chief, Portsmouth, this month, referred to the need for carriers during the next decade.

The message reads: "You will know by now that the Admiralty Board has strenuously resisted the decision to cancel the new carrier. We have been over-ruled and this decision has had to be accepted."

"The Defence White Paper places great emphasis on the need for carriers during the next decade."

"I do stress that it is extremely important to the defence in this country and the effectiveness of the Navy that the Fleet Air Arm should continue to operate with the enthusiasm, skill and efficiency which they have always shown in the past."

"I hope that, by staying on myself, I can contribute to the vital job that is to be done."

"We must now devote all our energies towards keeping the Fleet Air Arm healthy and strong and, by so doing, bear in mind that during the next few years, events may so develop that we should not lose sight of the possibility that the carrier force may be needed well beyond the present planned date."

SIRIUS STARTS TRIALS

BUILT by Portsmouth Dockyard, the 'Leander' class general-purpose frigate, H.M.S. Sirius (2,800 tons full load), starts her sea trials this month.

Launched in September, 1964, she is expected to commission on June 14, and to join the 24th Escort Squadron. The first part of the commission will be with the Home Fleet, and then the ship will go to the Far East.

Sirius is the fourth frigate to be built in H.M. Dockyard, Portsmouth, since the Second World War. The others were Rhyl, Leopard and Nubian. A fifth, the Andromeda, is scheduled to be laid down later this year.



Vice-Admiral Sir Frank Hopkins, K.C.B., D.S.O., D.S.C., to be Commander-in-Chief, Portsmouth, and to serve in the rank of Admiral

H.M.S. Fife will join Fleet soon

H.M.S. Fife, the Navy's fifth guided-missile destroyer of the 'County' class is due to commission in May, 1966, and her commanding officer, Capt. R. H. Graham, M.V.O., D.S.C., R.N., recently visited the County of Fife.

Fife is the first ship of the Royal Navy to bear the name and Capt. Graham, during his visits to Cupar, R.A.F. Leuchars, St. Andrews, Kirkcaldy, Dunfermline, Rosyth and Buckhaven and Methil, gave a talk on the ship and showed a short film taken during her trials.

Launched by the Duchess of Fife in July, 1964, at Fairfields, the ship's main armament is the Seaslug and her secondary missile system is the Seacat. She has four 4.5-inch guns (in twin turrets), radar controlled. The ship is fitted with the latest submarine detection equipment and has her own Wessex helicopter.

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(See Special Article on page 8)

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Navy News

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Sea Power

NOW that the prolonged and agonising appraisal of the future of the strike aircraft carrier is over, with the decision going against the judgment of the Admiralty Board, we need to take stock dispassionately of the Navy's role and capability in the light of the Defence Review, for much has become blurred.

During the next four years our Polaris submarines will be taking over the nuclear deterrent role from the Air Force. Our amphibious capability is to be strengthened by a new class of ship, the Landing Ship Assault. The Fleet Air Arm's Anti-Submarine striking power with helicopters is to be greatly increased. Operating techniques in each of these spheres have to be developed and learnt.

The eventual demise of the aircraft carrier means that we have to set about making good the resultant deficiencies in reconnaissance, air defence and anti-shipping strikes by other means and have the alternatives ready within ten years.

TASK NOT LESSENER

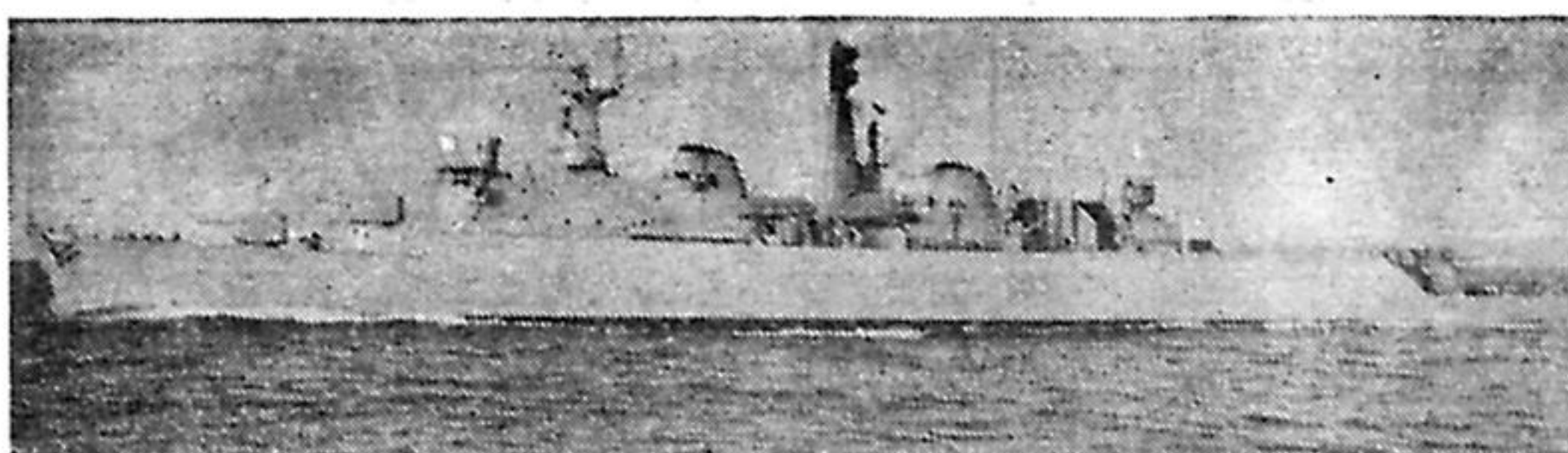
But above all, the Navy's main duty to the country must be fixed firmly in our minds, and that is to exercise sea power. We must be ever vigilant in ensuring the freedom of the sea. The size of this task does not lessen.

The era we are about to move towards will call for inventiveness, clear-headedness, determination and readiness to accept change and new ideas in the years ahead. The future offers great scope. The Navy will rise to the occasion.

SALUTE AND FAREWELL

THE resignation of Mr. Mayhew as Minister of Defence for the Navy and Admiral Sir David Luce's relinquishing of his post as First Sea Lord because of the Government's decision on Defence means the loss to the Navy of two leaders who have fought the Navy's cause with all their might. We are deeply grateful to them both.

Mr. Mayhew's obvious concern for officers and men during his short term of office has won for him the Navy's admiration. Our best wishes go to Admiral Luce on his retirement. The appointment of Admiral Sir Varyl Begg to the Navy's top post, and the continuance in office of other members of the Admiralty Board 'for the good of the Navy' means that the vital task of reshaping the Navy is in good hands.



H.M.S. Fife (Capt. R. H. Graham, R.N.), due to commission in May, here seen during trials. Fifth of the 'County' class, she is the first warship to bear the name of the ancient Kingdom of Fife. Length is 520 feet and displacement is 6,200 tons (full load) maximum speed is in excess of 30 knots. Complement is 39 officers and 457 ratings

DRAFTING FORECAST

THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

STRIKER (L.S.T.), March 7 at Aden. Foreign Service (Middle East), Amphibious Warfare Squadron. (B).
RELENTLESS (A/S Frigate), March 17 at Devonport. General Service Commission (Phased). Home/Far East/ Home/Med. U.K. Base Port, Devonport.

NAIAD (A/S Frigate), March 20th Frigate Squadron, U.K. cooks (S) replace Maltese.
FORTH (S/M Depot Ship), March 24 at Chatham. Local Foreign Service (Far East) (C).

HYDRA (Surveying Ship), March 29 at Glasgow. General Service Commission. Home/N. Atlantic/Far East. U.K. Base Port, Chatham. (A).

LLANDAFF (A/D Frigate), March 31 at Devonport. Home Sea Service. (Foreign Service from date of sailing—Far East). 26th Escort Squadron. (A).

KEPPEL (A/S Frigate), April at Gibraltar. Local Foreign Service. L.R.P. complement.

CALTON (C.M.S.), April 6 at Aden. Foreign Service (Middle East). 9th M/S Squadron. (E). (Transfer to Chilcompton on her arrival.) (Under consideration.)

PHOEBE (A/S Frigate), April 13 at Glasgow. General Service Commission. Home/Far East/ Home/Med. Capt's Command. U.K. Base Port, Chatham.

CHILCOMPTON (C.M.S.), April 15 at Gibraltar. Home Sea Service. Trials crew at Gibraltar and Steaming crew to Aden. (Under consideration.)

JAGUAR (A/A Frigate), mid-April at Chatham. Port Service. L.R.P. complement.

MINERVA (A/S Frigate), end April at Newcastle. General Service Commission. Home/Far East/ Home/Med. U.K. Base Port, Chatham. (A).

WISTON (C.M.S.), April 28 at Rosyth. Foreign Service (Middle East). 9th M.C.M. Squadron. (Part Iveston's crew.) (E).

IVESTON (M.H.), April 28 at Devonport. Home Sea Service. 1st M.C.M. Squadron. (Wiston's crew.)

YARMOUTH (A/S Frigate), April at Portsmouth. Port Service. Special refit. (Dockyard control.)

NALAD (A/S Frigate), April at Portsmouth. Capt. (P). 20th Frigate Squadron vice Yarmouth. U.K. Base Port, Portsmouth.

WHITBY (A/S Frigate), May (tentative date), at Portsmouth. Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Portsmouth.

NUBIAN (G.P. Frigate), May 12 at Portsmouth. General Service Commission (Phased). Home/Middle East/ Home/West Indies. 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B).

FIFE (G.M. Destroyer), May at Glasgow. General Service Commission. Home/Far East/ Home. U.K. Base Port, Portsmouth.

DECOY (Destroyer), May at Portsmouth. Port Service. Trials crew. To Reserve on completion.

HARTLAND POINT (E.M. Ship), May 19 at Rosyth. Port Service. Trials crew. To Reserve on completion.

CORUNNA (A/D conversion), May 28 at Rosyth. Port Service. Trials crew. To Reserve on completion. General Service Commission later. Home/Far East/ Home/South Atlantic and South America. U.K. Base Port, Rosyth.

ROTHESAY (A/S Frigate), June at Rosyth. Port Service. Special refit. (Dockyard control.)

LINCOLN (A/D Frigate), June (tentative date) at Devonport. Port Service. L.R.P. complement.

PROTECTOR (Ice Patrol Ship), June at Portsmouth. General Service Commission. Home/South America and South Atlantic. U.K. Base Port, Portsmouth.

SIRIUS FLIGHT, June at Portland. Foreign Service. Wasp.

DARING (Destroyer), June at Devonport. Port Service for trials. General Service Commission. Home/Far East/ Home/W. Indies. August. 29th Escort Squadron. U.K. Base Port, Devonport.

BARROSA (A/D Conversion), June at Devonport. General Service Commission (Phased). Home/Far East/ Home. 24th Escort Squadron. U.K. Base Port, Devonport. (A).

UNDAUNTED (A/S Frigate), June at Chatham. For trials. Commissions August. 2nd Frigate Squadron. U.K. Base Port, Chatham. (C).

KEDLESTON (C.M.S.), June at Aden. Towing Crew to United Kingdom.

SIRIUS (A/S Frigate), June 14 at Portsmouth. Home Sea Service/Foreign Service (Far East) from date of sailing. 24th Escort Squadron. (A).

YARNTON (C.M.S.), July 1 at Chatham. Foreign Service (Middle East). 9th M/S Squadron. (E).

CHICHESTER (A/D Frigate), July 9 at Singapore. Foreign Service (Phased). (Far East). 24th Escort Squadron. (A).

LOCH FADA (Frigate), July 16 at Singapore. Foreign Service (Phase-I) (Far East). 26th Escort Squadron. (A).

ESKIMO (G.P. Frigate), July 28 at Chatham. General Service Commission (Phased). Home/Middle East/ Home/W. Indies. 9th Frigate Squadron. U.K. Base Port, Chatham. (B).

HARDY (A/S Frigate), GRAFTON (A/S Frigate) and RUSSELL (A/S Frigate), July. U.K. Cooks (S) replace Maltese. 20th Frigate Squadron.

PLYMOUTH (A/S Frigate), August, at Chatham. Port Service. Special refit Dockyard control.

GLAMORGAN (G.M. Destroyer), end August at Newcastle. General Service Commission. Home/Far East/ Home. U.K. Base Port, Portsmouth.

CAMBRIAN (Destroyer), August 25 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home/Med. 29th Escort Squadron. U.K. Base Port, Portsmouth.

EURYALUS (A/S Frigate), September at Devonport. General Service Commission (Phased). Home/Far East/ Home/Med. Captain's Command. U.K. Base Port, Devonport. (C).

GURKHA (G.P. Frigate), September 1 at Rosyth. General Service Commission (Phased). Home/Middle East/ Home. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).

MINERVA FLIGHT, September at Portland. General Service Commission. Wasp.

PENELOPE (A/S Frigate), September (tentative date) at Devonport. Port Service for trials. Commission date uncertain. U.K. Base Port, Devonport. (C).

GALATEA (A/S Frigate), September 29 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home/South America and South Atlantic. Capt. (D). 27th Escort Squadron. U.K. Base Port, Portsmouth. (C).

CRAYSFORD (Destroyer), October 6 at Devonport. General Service Commission (Phased). Home/Far East/ Home/W. Indies. 27th Escort Squadron. U.K. Base Port, Devonport. (C).

TROUBRIDGE (A/S Frigate), October 6 at Chatham. General Service Commission (Phased). Home/Med./Home/Far East. 27th Escort Squadron. U.K. Base Port, Chatham. (C).

AGINCOURT (Destroyer), October 6 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home/Med. 27th Escort Squadron. U.K. Base Port, Portsmouth. (C).

BEACHAMPTON (C.M.S.), October at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

BURNASTON (C.M.S.), October at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

DEVONSHIRE (G/M Destroyer), October 6 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home. U.K. Base Port, Portsmouth.

INTREPID (Assault Ship), October 20 at Clydebank. Home Sea Service/ Foreign Service (East of Suez) from date of sailing.

DUNCAN (A/S Frigate), October 27 at Rosyth. Port Service for trials. To Reserve on completion.

CHAWTON (C.M.S.), November at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

URSA (A/S Frigate), November 24 at Devonport. General Service Commission (Phased). Home/Far East/ Home/Med. 8th Frigate Squadron. U.K. Base Port, Devonport.

DAMPIER (Surveying Ship), November 1 at Singapore. Foreign Service (Far East). (C).

1967
AJAX (A/S Frigate), January at Singapore. Foreign Service (East of Suez) (Phased). Capt. (D). 24th Escort Squadron. (C).

TARTAR (A/S Frigate), January 5 at Devonport. General Service Commission (Phased). Home/Middle East/ Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

PUMA (A/A Frigate), January 12 at Devonport. General Service Commission (Phased). Home/Far East/ Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Devonport.

NOTES: The term 'U.K. Base Port' means the port at which the ship may normally be expected to give leave and refit.

As ratings are normally detailed for overseas service about four months ahead of commissioning date and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards. (C)—Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards. (D)—Cooks (O) and Stewards only. (E)—Cooks (O) other than C.P.O. and P.O., all Cooks (O) and all Stewards. (F)—Leading Cooks (S) and Stewards only. (F)—Cooks (S) and Stewards only.

Medal for Chief Petty Officer

DUE to return home in June this year is C.R.E. F. D. Dillon, of Bow, London, who was awarded the British Empire Medal in the New Year Honours List for his service in the Far East during Indonesia's confrontation with Singapore and Malaysia. He has been serving as the senior electrical technician at Britain's main Naval Wireless Receiving Station in the Far East, R.N. W/T Station, Kranji.

C.R.E. Dillon joined the Navy as a Boy Telegraphist in April, 1941, and has seen service in H.M. Ships Duke of York, Chaser, Ness, Woolwich, Sirius, Glasgow, Gambia, Messina, as well as Collingwood and the R.N. Shore Wireless Stations in Ceylon and Singapore. He transferred from Leading Telegraphist to the electrical branch in 1949 and was advanced to Chief Radio Electrician in 1957.



The Royal Navy's only serving holder of the Victoria Cross, Captain B. C. G. Place, who has recently taken over the command of H.M.S. Albion in the Far East. The picture shows Captain Place on the bridge of the Commando Ship. He won the V.C. when, commanding a midget submarine, he carried out a successful attack on the German battleship Tirpitz in a Norwegian fiord. He also holds the D.S.C.

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The new Separation Allowance

IN recognition of the fact that the incidence of separation in the Armed Forces has increased during recent years, a new allowance, called Separation Allowance, is to be introduced from April 1, 1966, for all eligible married personnel.

An allowance of 4s. a day will be paid to all eligible married officers and men who have been separated from their families for at least 12 months because of service outside the United Kingdom and, as regards the Navy, naval personnel appointed or drafted to certain sea-going ships on Home Sea Service and to ships on the Home Legs of General Service Commissions will also be eligible to receive the allowance.

In acknowledgement of the fact that the total period of separation increases as further service in the Armed Forces is completed, the allowance will be increased to 8s. a day once the Service man has completed nine years total service and three years separated service.

IMMEDIATE BENEFIT

All periods of separation of two months or more will count towards the qualifying periods of 12 months and three years. Moreover, in order that personnel who have recently been separated from their families for lengthy periods may receive some immediate benefit on the introduction of the scheme, all periods of separation of at least two months during the last three years (i.e., since April 1, 1963), will also count towards the qualifying periods.

PAY AND PENSIONS

'NEW LOOK' FOR S.D. OFFICERS

THE 'new look' in the pay of the Special Duties List officers is a big step forward for them. Hitherto it has been possible for an S.D. officer to be in charge of ratings who were receiving more pay than he. It has also been possible for an officer junior to another in the same mess to receive more money than his senior.

With the introduction of a basic rate of pay which is more than any chief petty officer could receive, the old 'mark time' rate of pay, whereby a newly promoted officer received his pay as a rating, plus allowances, plus 4s. a day which, in many cases was considerably more than the basic rate of pay laid down for a sub-lieutenant (S.D.), and which he would continue to receive, perhaps for a number of years, has been eliminated.

The new basic daily rate of pay for a sub-lieutenant (S.D.) on promotion is now to be 77s. There is one increment, after three years in the rank, of 2s. a day. On promotion to lieutenant (S.D.) the basic daily rate is to be 83s. and this increased by 2s. a day after two, four, six and eight years in the rank.

On promotion to lieutenant-commander (S.D.), the daily basic rate of pay is the same as for the General List officer on promotion, viz., 92s. 6d., and thereafter the S.D. officer and General List officer are on the same rates of pay.

BETTER RETIRED PAY

Another item in the new pay code which will be received with pleasure is that dealing with officers' retired pay. Lieutenants (S.D.) and above are in future

to receive retired pay on the same scales as General List officers of the same rank. Sub-lieutenants (S.D.) have a special rate. They receive retired pay at the minimum rate of £450 a year after 16 years' reckonable service with increments for additional years of service at the rate of £28 a year for the first four years and £13 a year for the next 14 years.

Complicated pay structure

THE following examples of the new rates of pay recently announced point out the complicated pay structure of the Armed Forces. The recent review is the fourth to be effected under the Grigg system which provides for biennial reviews to adjust the pay of officers to take account of movements in Civil Service Administrative and Executive Class salaries and that of ratings to reflect the changes in the average earnings and wages in manufacturing and certain other industries.

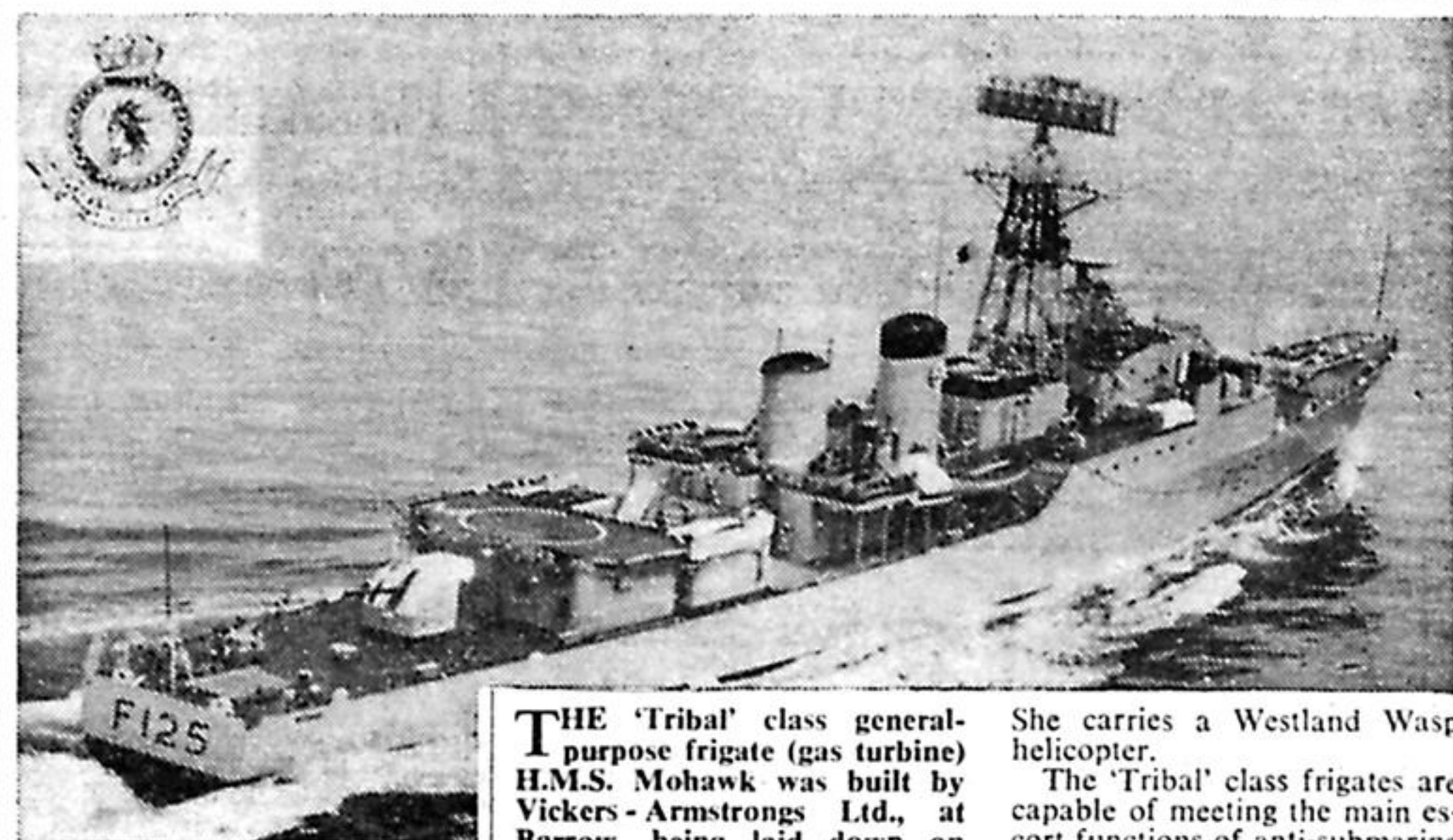
EXAMPLES RATINGS

	Per day
Junior 2/c	9 0
Junior, age 17	15 6
App. during 2nd year of training	10 6
App. during 2nd year of training if entered after 1/9/63	16 6
Mech. App. during 2nd year of training	28 3
Ord. Rating	
Rate A	20 9
7-year rate	26 3
9-year rate	29 3
Able Rating	
Rate A	23 9
7-year rate	29 3
9-year rate	31 3
Ldg. Rate (Sea)	
Rate C	32 3
7-year rate	37 9
9-year rate	38 9
Rate B	33 3
7-year rate	38 9
9-year rate	39 9
Rate A	34 3
7-year rate	39 9
9-year rate	40 9
Ldg. Rate (Other Branches)	
Rate B	32 3
7-year rate	37 9
9-year rate	38 9
Rate A	34 3
7-year rate	39 9
9-year rate	40 9
Petty Officer (Sea)	
Rate A	42 9
7-year rate	48 3
9-year rate	48 3
Petty Officer (Other Branches)	
Rate B	40 3
7-year rate	45 9
9-year rate	45 9
Chief Petty Officer	
Rate A	48 9
7-year rate	54 3
9-year rate	55 3
Mech./Med. Tech. 1/c (C.P.O.)	55 3
Art. 1/c (C.P.O.)	55 3
* Trade and Charge Pay are included where applicable	
Artisan 2/c (P.O.)	48 3
Per annum	
Cadet	315
Mid. at Dartmouth	406
Mid. at sea	593
Act. Sub-Lieut.	712
Sub-Lieut.	794
Sub-Lieut. (S.D.)	1,405
Lieut.	958
Lieut. (S.D.)	1,515
Lieut.-Cdr.	1,688
Cdr.	2,327
Capt.	3,020
Rear-Admiral	4,581
Vice-Admiral	5,183
Admiral	6,168
Admiral of the Fleet	7,300

SHIPS OF THE ROYAL NAVY

H.M.S. MOHAWK

No. 124



THE 'Tribal' class general-purpose frigate (gas turbine) H.M.S. Mohawk was built by Vickers-Armstrongs Ltd., at Barrow, being laid down on December 23, 1960, launched on April 5, 1962, and completed on November 29, 1963.

The ship is 360 feet in length (o.a.), has a beam of just over 42 feet and her displacement is 2,700 tons (full load). Complement is 253 officers and men. She has two 4.5-inch dual-purpose guns in single mountings and two 40 mm. Bofors A.A., and a 'Limbo' three-barrelled depth-charge mortar.

(Continued from column 4)

To Chief Air Fitter (AE) L/FX 851504 I. M. P. J. McCrorie, L/FX 99513 J. H. Mee, L/FX 837101 F. Cleghorn.
To Chief Airman (AH) L/FX 873625 E. I. Kinneer, L/FX 901857 N. Haggerston.
To Chief Airman (SE) L/FX 653405 J. R. Hume.
To Chief Electrical Artificer (AE) L/FX 887989 J. F. B. Gale.

She carries a Westland Wasp helicopter.

The 'Tribal' class frigates are capable of meeting the main escort functions of anti-submarine protection, anti-aircraft defence and aircraft direction.

Fitted with COSAG (combined steam and gas turbine) there is a steam turbine which provides power for normal cruising and manoeuvring and a gas turbine driving on to the same propeller which provides additional power for high-speed steaming and also enables the ship lying in harbour without steam to get under way instantly in an emergency.

Bunk sleeping is provided throughout and messing is on the cafeteria system. All manned compartments are air conditioned.

Cdr. J. de Beaufort Suchlick, R.N., is to take command of H.M.S. Daring in June next.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engineer Artificer MX 888757 A. A. Darbyshire, MX 943540 R. S. Impey, MX 803692 R. F. Lane, MX 857565 M. W. F. Norman, MX 928792 M. J. Wilson.
To Acting Chief Mechanician D. E. Baxter, D. G. Fussey, MX 837438.
To Chief Shipwright Artificer MX 913866 J. F. Cavanagh, MX 888769 E. W. Edwards, MX 888577 A. N. Facey, MX 902470 M. P. Gosling, MX 909881 D. Parsons, MX 982100 M. A. Prince, MX 933713 J. M. Razzell, MX 913771 R. Rowbuck, MX 887774 M. Wood.

To Chief Joiner MX 758935 A. Williams.

To Chief Plumber MX 759033 E. J. Miller.

To Chief Engineering Mechanician MX 903487 A. V. Thurston, MX 832451 D. K. Jones, MX 870022 B. Redford, MX 839553 D. P. Irvine.

To Acting Chief Electrical Mechanician MX 903861 G. Bridge.

To Acting Chief Control Artificer (W) MX 933645 D. J. Evans, MX 887813 R. Kibell, MX 943592 W. G. Samways, MX 747556 P. W. Stillwell.

To Chief Electrician MX 915093 R. Anderson, MX 843527 R. Crooks.

To Acting Chief Radio Electrical Artificer MX 933592 P. C. G. Abraham, MX 913976 B. P. Phillips.

To Chief Radio Electrician MX 864407 I. J. Davy, MX 933159 P. Sheldon, MX 915456 E. R. Harriman, MX 927990 L. W. Hanson.

To Chief Radio Supervisor JN 660426 E. J. Starling, JX 865398 E. McCarthy, JX 613592 W. H. Hodgeson.

To Chief Communication Yeoman JX 858420 P. G. Cherriman, JX 878003 J. Highton, JX 712241 A. Gatward.

To Chief Petty Officer Medical Assistant MX 909304 I. Holland, MX 899041 R. H. Mariner, MX 876951 J. E. Lowrie, MX 791091 R. E. Taylor, MX 789714 W. J. Allen, MX 912682 J. R. Fraser, MX 555998 R. P. H. Charlton, MX 839031 D. M. Cherry, MX 897639 G. Catlin, MX 884051 A. R. Fox.

To Chief Petty Officer JN 182933 R. J. Ashton, JX 712435 B. Woodlston, JX 836484 F. V. Bishop, JX 836317 J. R. Gunstone, JX 778015 K. A. Redmire.

To Chief Petty Officer Writer MX 821545 D. W. F. Liley, MX 840937 I. J. Johnson, MX 772877 A. L. Hawken.

To Chief Petty Officer Caterer MX 898855 K. P. Watts.

To Chief Petty Officer Stores Accountant (V) MX 869472 P. L. B. Wilson, MX 883710 J. H. Melnes, MX 842767 D. Mesquita, MX 84521 B. S. Cadmore, MX 661093 F. J. Stanley.

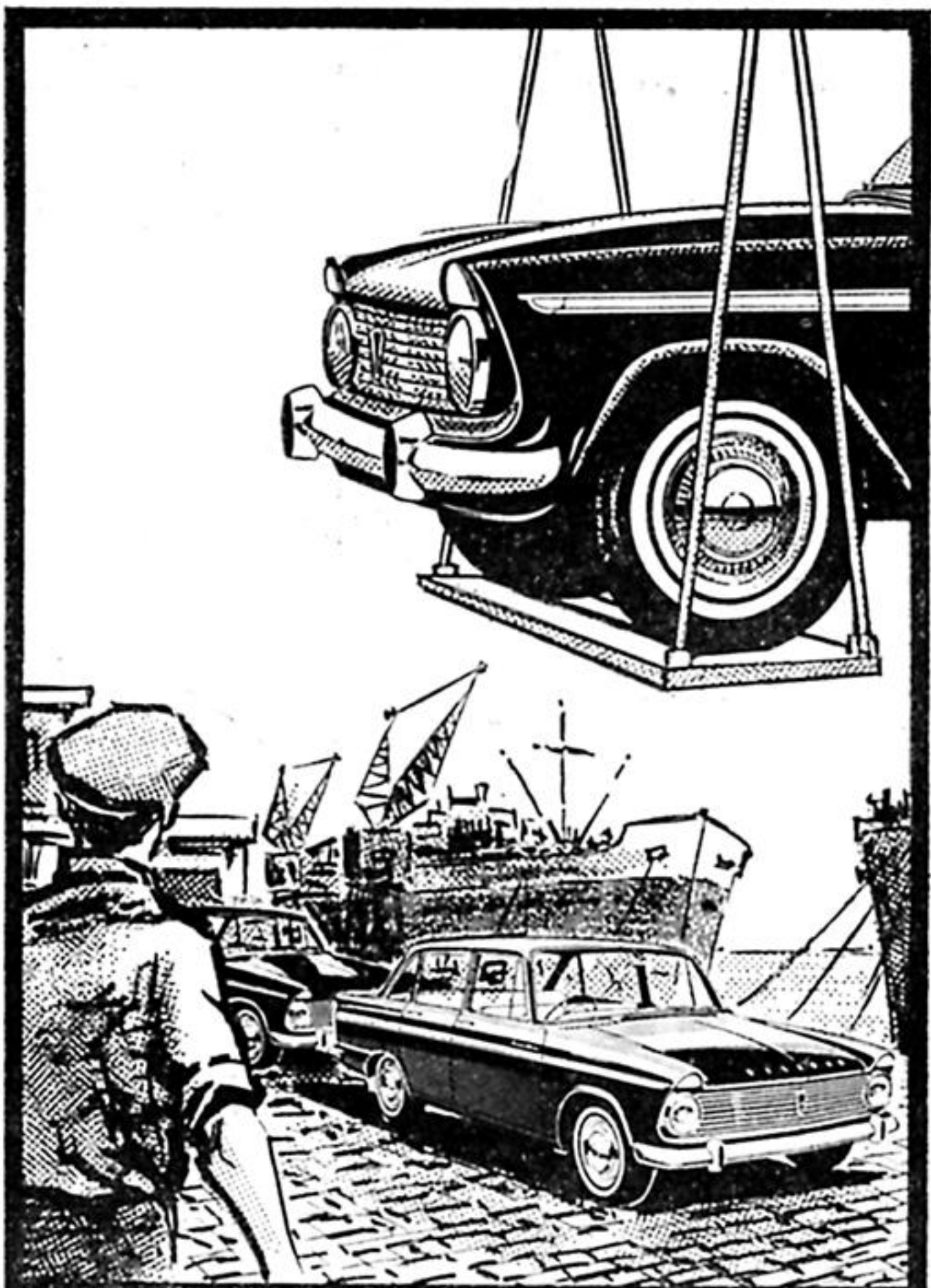
To Chief Petty Officer Stores Accountant (S) MX 852425 J. M. Radcliffe.

To Acting Chief Aircraft Artificer (AE) L/FX 902477 J. M. Hawkes, L/FX 902664 J. H. England.

(Continued in column 5)

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained price 6d. each, which includes postage. Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killybeg, Diana, Taciturn, Daring, Cheveron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Paliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitty, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armand, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A., Tidestore, Striker, Plymouth, Barrow, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave, Borderer, Agincourt, Leander, Greenville, Tartar, Jaguar, London, Ajax, Devonshire, Lowestoft, Kent, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambray, Loch Lomond, Dido, Wakeful, Triumphant, Sidlesham, Alderney, Trump and Roebuck.



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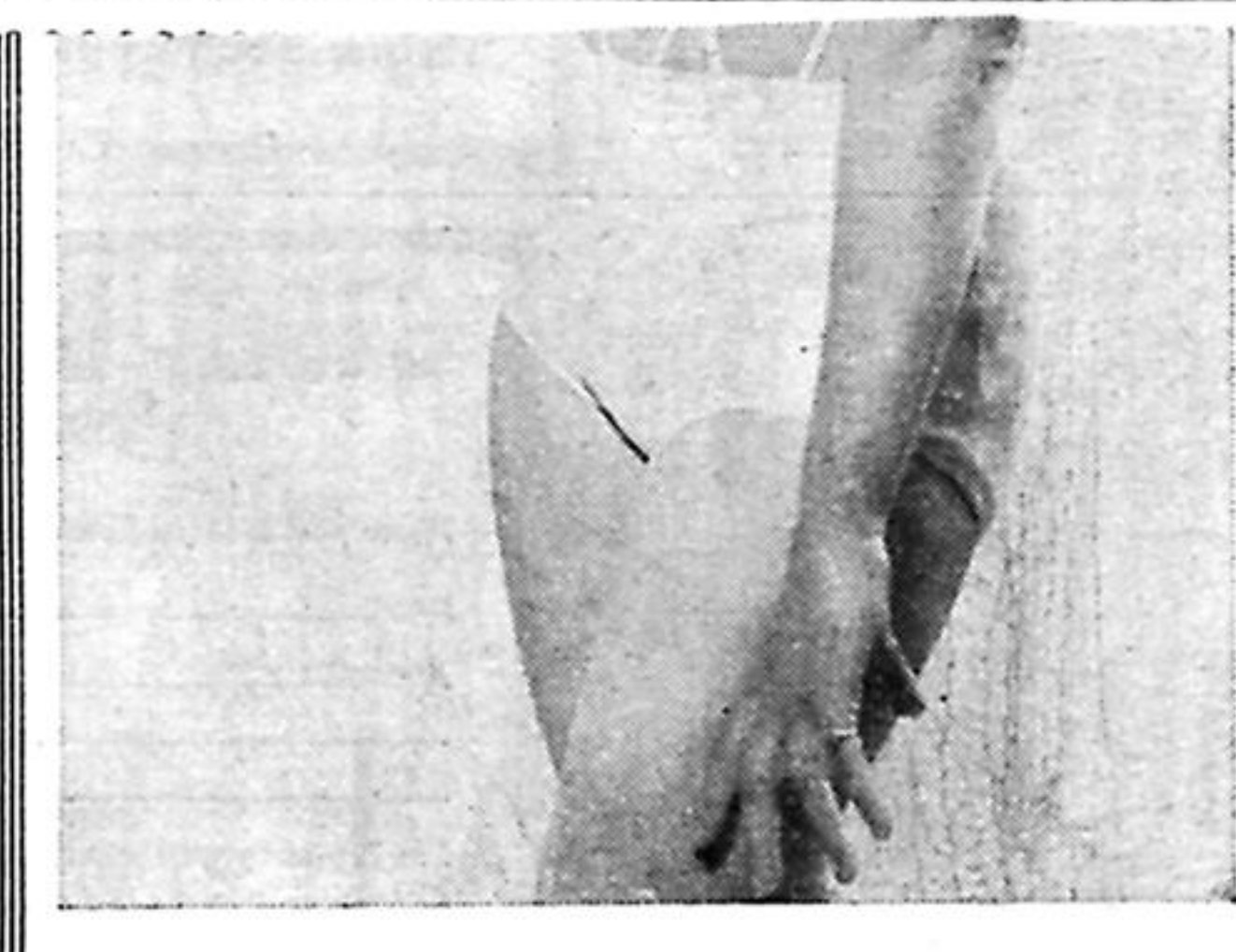
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TWINS FOR NAVY



The first twins to be accepted into the Queen Alexandra's Royal Naval Nursing Service are Mary and Evelyn Penniford, of Guildford Road, Horsham, Sussex, who will be 18 this month. Both girls have taken part in the Duke of Edinburgh's Award Scheme and gained Gold Medals last September. As Naval Nurses the twins can train for State Registration. One third of the Q.A.R.N.N.S. serve overseas. Mary and Evelyn begin their training at the Royal Naval School of Nursing at Haslar in May, and are here seen strolling near their Horsham home. Mary is on the left.

Wren Christine M. Hull, of the Duchess of Kent Barracks, Portsmouth, died on February 24, following a car accident on February 21.

Capt. F. Hayden, R.N., commanding officer of H.M.S. Hampshire, has been appointed Captain of the Fleet, Home Fleet.

WRENS' RECORD FOR 'ROUND THE ISLAND' WALK

IN 1965 two civilians, men who had 'hiked' in many countries, completed the 60-mile walk round the coast of Malta in 23 hours 48 minutes, and on completion they issued a challenge to anyone to better their time.

Discussing the walk in the Wrennery, Whitehall Mansions, Wren Brenda Wring, a Dental Surgery Attendant, from Bristol, Leading Wren Norma Bailey, a Writer (Pay), from Old Google and Leading Wren Lyn Traynor, Writer (Short-hand), from Gourock, decided to accept the challenge.

The three went into training and after one unsuccessful attempt when they walked only 25 miles, the Wrens set out from L'ahrax, at the northernmost point of the island at 1530 on January 29.

They completed the first 30 miles in ten-and-a-half hours and most of the time three Maltese boys went ahead of them in a car to show the route and to give the Wrens hot coffee and chocolate at the resting points.

DOG GAVE UP

On the journey a dog joined their small party and accompanied them for ten hours before succumbing to fatigue!

The Wrens usually stopped every two hours for about 15 minutes, but had one longer rest of three-quarters of an hour. The most difficult part of the walk was climbing 500 feet up Dingli cliffs in the dark early on the Sunday morning.

A lot of the time the girls sang to keep up their spirits. Frequently they changed from walking shoes to plimsolls to give their feet lighter wear for the smoother surfaces.

At 1410 on Sunday, January 30, 22 hours 40 minutes after setting out, they thankfully collapsed into their mobile canteen at L'ahrax Chapel, feeling terribly weary, with swollen, sore and blistered feet, but very happy and proud to have completed their task in a faster time than the original.

The time the three set up is still a record for girls, but a pair of young men have now done the walk in about twenty-and-a-half hours.



Surg. Lieut.-Cdr. Pamela L. Cooper, B.D.S., R.N.

First woman dentist for Far East Fleet

THE Far East Fleet now has its first woman dentist. She is Surg. Lieut.-Cdr. Pamela Cooper (29), of Scunthorpe, Lincs.

Surg. Lieut.-Cdr. Cooper, who has been in the Royal Navy for three-and-a-half years, and who qualified at Durham, is the daughter of Mr. and Mrs. Herman Cooper, of Scunthorpe. She is in charge of the dental care of mothers and children of Naval and Dockyard personnel attached to the Fleet in Singapore.

Why did she choose a service career? "Well, after qualifying, I went to a hospital in Ipswich and then into private practice for nine months. I like the idea of Service life and when I joined I was the first woman dentist to do so for about five years."

NOT W.R.N.S.

Naval women dentists, with the distinctive orange braid between their gold stripes, (they are not members of the Women's Royal Naval Service), are still rare in the Navy, and Surg. Lieut.-Cdr. Cooper has often found herself to be the only woman member of the wardroom.

She previously served at the Royal Naval Air Stations at Culdrose and Lossiemouth. While at the former she became interested in amateur dramatics and now looks forward to renewing her stage activities.

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ADMIRAL PRESENTS AWARDS TO BOURNEMOUTH CADETS

THE Bournemouth unit of the Sea Cadet Corps, the Training Ship 'Duke of York,' and the officers and cadets who make up the ship's complement, are the only outward signs of the Royal Navy's presence in this great seaside town," said Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., formerly Commander-in-Chief, Portsmouth, when he addressed the ship's company, parents and other distinguished guests—nearly 150 people in all—at the unit's headquarters in St. Peter's Road, Bournemouth, recently, during a ceremony at which bronze medallions and certificates won under the Duke of Edinburgh Award scheme were presented to four of the cadets.

Admiral Woods, who was accompanied by Lady Woods, said the name 'Duke of York' went back some 200 years in naval history—there had been six ships of that name, five small vessels and one of our biggest battleships, one which had survived the Second World War but now broken up—and now the Bournemouth Sea Cadet Unit was the only holder of that proud name today.

The unit's Commanding Officer, Lieut. N. Searle (SCC), R.N.R., met the admiral who inspected the Royal Marine Detachment guard of honour commanded by Lieut. J. Peskett, R.M.F.V.R., and said of them: "They are especially smart, a great credit to the movement."

INSPECTION

The ceremony of Colours was followed by prayers led by the unit's padre, the Rev. W. H. Fox-Robinson, Vicar of St. Peter's Church, and with almost 100 per cent. of the ship's company mustered it took the admiral nearly half an hour to carry out the inspection. Afterwards, in the wardroom, Admiral Woods received members of the Unit Committee, Southern Area Officers, and officers and civilian members of the unit.

He also talked to many of the cadets' parents and said: "Without your help the movement could not expect to survive."

Throughout the normal instructional period which followed, Admiral Woods toured the classrooms. All hands then fell-in on the main deck and

after presenting minor awards gained by R.M.D. cadets the admiral handed Duke of Edinburgh Awards to Leading Seaman A. F. Shapley (17), and Able Seamen A. Rayner, D. Fullock and C. Way, all aged 15. Two other award winners were former Able Seamen I. Price and P. Prieur. Neither was present at the ceremony, for both are now serving in the Service, Price in H.M.S. Ganges and Prieur in H.M.S. Vincent.

After the ceremony of Sunset, Admiral Woods said he was greatly impressed with all that he had seen. "This is a really first-class unit," he said.

NECESSARY SEPARATIONS

Outlining the Navy's role today, Admiral Woods had a word of warning for those cadets planning to join the Service. "Members of the Royal Navy and the Royal Marines must go to sea, but their families may not," he said. "Gone are the days when a man was away for five years at a time. Now the period of separation is far less, but separation there must be, and this must be borne in mind before a boy joins up."

The admiral added that when a young sailor took a wife he should make this quite clear to her at the outset. "You will avoid a great deal of trouble that way," he said, and his comment drew a knowing nod from Lady Woods.

Addressing the younger members of the ship's company he told them that he was only about their age when he joined up. "I left the Navy only three months ago," he said, "but if I could have my chance all over again, I would certainly take it without hesitation."

Admiral Woods expressed the wish that the unit would be endowed with further success and prosperity. He thanked everyone for the great welcome he had been given, and as he saluted he was loudly cheered and received a standing ovation from all present.

BOURNEMOUTH Sea Cadet Corps unit, Training Ship 'Duke of York,' have laid claim to being the first unit in the South of England to engage a professional journalist as Press and Public Relations Officer on their staff. F./Lieut. Cyril J. Hart, C.F.M., R.A.F.V.R.(T), (Retd.), who served in the Air Training Corps for 14 years, joined the unit on 10th Feb. to take ships up to 60,000 tons, which was to have been built at Portsmouth, has been cancelled.

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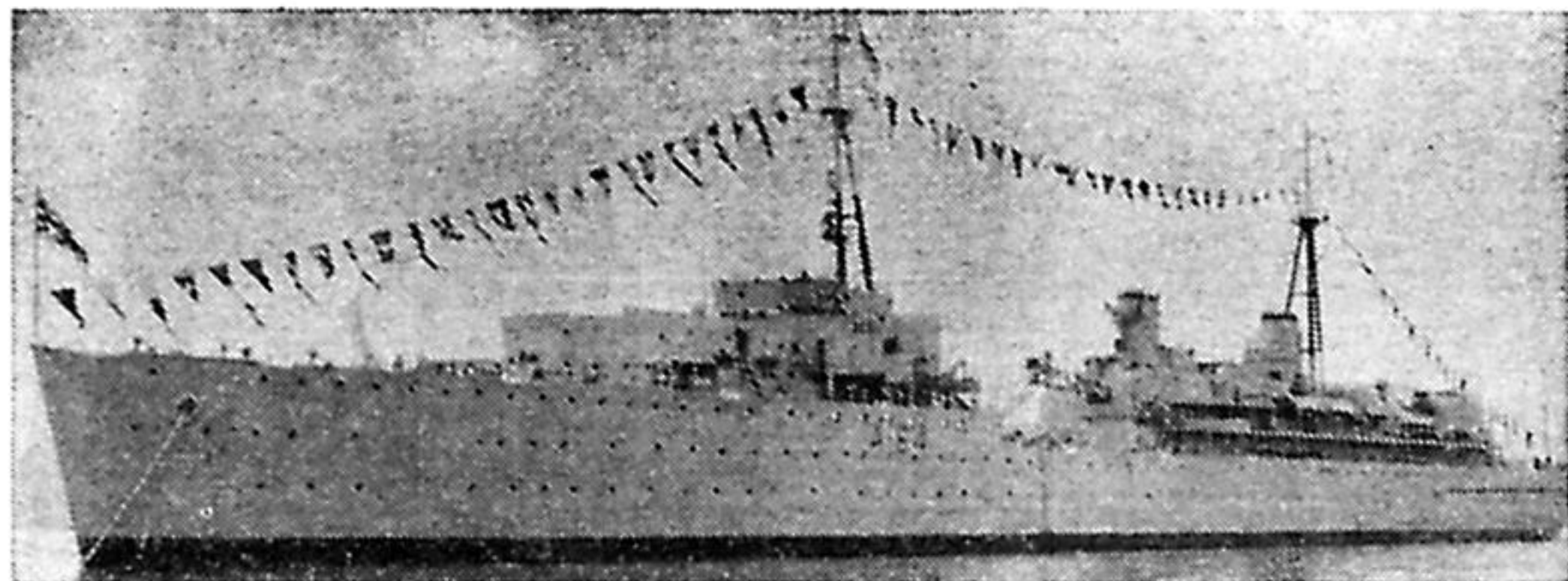
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H.M.S. Adamant at the Royal Review in the Clyde in August, 1965

Adamant placed on sales list

H.M.S. Adamant, known to nearly all submariners of the Second World War and since, and until recently the Depot Ship of the Second Submarine Squadron, commanded by Capt. C. H. Hammer, M.B.E., R.N., at Devonport, paid off on February 14 when the Second Submarine Squadron was disbanded. She has been placed on the Disposal List (Sales).

Adamant, the youngest of the three submarine depot ships in commission, was built by Harland & Wolff, Ltd., Belfast, being laid down in 1939, launched on November 30, 1940, and completed February 28, 1942. Her displacement is 16,500 tons (full load). At 658 feet in length (o.a.) she is over 100 feet longer than either Forth or Maidstone.

Two months after commissioning she sailed for the East. She was meant to be a replacement for the depot ship H.M.S. Lucia and her river boat stand-in, the Wu Chang, in Ceylon, but Admiral Somerville needed fleet repair facilities at Kilindini in East Africa and directed her there instead.

RELIEF SUNK

Later in the year H.M.S. Hekla became available and Adamant was released from

Kilindini and sailed for Ceylon. Hekla, however, was sunk on passage by a German submarine, and Adamant returned to East Africa.

Later she sailed once more for Ceylon, arriving in October, 1943, to become the depot ship of the Fourth Submarine Flotilla at Trincomalee under the command of Capt. H. M. C. Ionides, O.B.E., R.N., a distinguished submarine officer often referred to as 'Tinsides.'

Adamant stayed at Trincomalee until April, 1945. Submarines of her flotilla accounted for 255 Japanese vessels, including two heavy cruisers. One of her flotilla, H.M.S. Taurus, commanded by Lieut.-Cdr. M. G. R. Wingfield, R.N., was the first to sink a Japanese submarine.

By the end of 1944 Adamant had become part of the British

Pacific Fleet. In April 1945 she went to Fremantle for a few months before going on to Singapore and Hong Kong.

In 1948 she steamed home to join the Reserve Fleet until, in 1953, a refit brought her into service again as depot ship of the Third Submarine Squadron based at Rosyth and Faslane. While at Faslane she was commanded by Capt. I. L. M. McGeoch, D.S.O., D.S.C., R.N., now Rear-Admiral, the present Flag Officer Submarines.

Adamant remained with the Third Squadron until 1962 when she sailed for Plymouth to relieve H.M.S. Forth as depot ship of the Second Submarine Squadron. She has been based on Devonport ever since, leaving the United Kingdom occasionally with her submarines for exercises and visits to America, Gibraltar and various British and European ports.

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Drafty's Corner

Mohawk for Persian Gulf

H.M.S. Mohawk (Capt. S. L. McArdle, M.V.O., G.M., R.N.), returned to Rosyth on February 11 to undergo a short docking period and to give the ship's company leave prior to sailing for duty in the Middle East.

The ship has been based on Portland since completing a five-month refit in Rosyth last October, and has undergone an intensive preparation for service in the Aden and Persian Gulf areas. At sea the ship was put through her paces in A/S exercises, gunnery, damage control, nuclear fall-out training, towing and many other drills and emergencies.

She took part in a 'Disaster Relief' exercise in which assistance was rendered to a 'stricken community' following an earthquake.

On another occasion the ship's Royal Marine detachment was put ashore by Gemini dinghies on a barren stretch of the Dorset coast, which closely resembles parts of the Persian Gulf coastline, to oppose a group of 'dissident tribesmen' (provided by other shore-based personnel).

In Memoriam

Richard Clive Shephstone. Radio Electrical Mechanic 1/c. P/M.979187. H.M.S. Adamant. Died January 15, 1966.
Clifford John Monk, Petty Officer Writer. P/MX. 897340. H.M.S. Tamar. Died January 23, 1966.
Peter Steward Hipkiss. Leading Writer. P/M.958115. H.M.S. Sultan. Died January 24, 1966.
Ian Trevor Horner. Engineering Mechanic 2/c. P/70291. H.M.S. Hermes. Died February 2, 1966.
Supply Lieutenant (S) John Cronin, R.N. H.M.S. Lochinvar. Died February 7, 1966.
Lieutenant Anthony Daniel Stevens, R.N. H.M.S. Heron. Died February 9, 1966.

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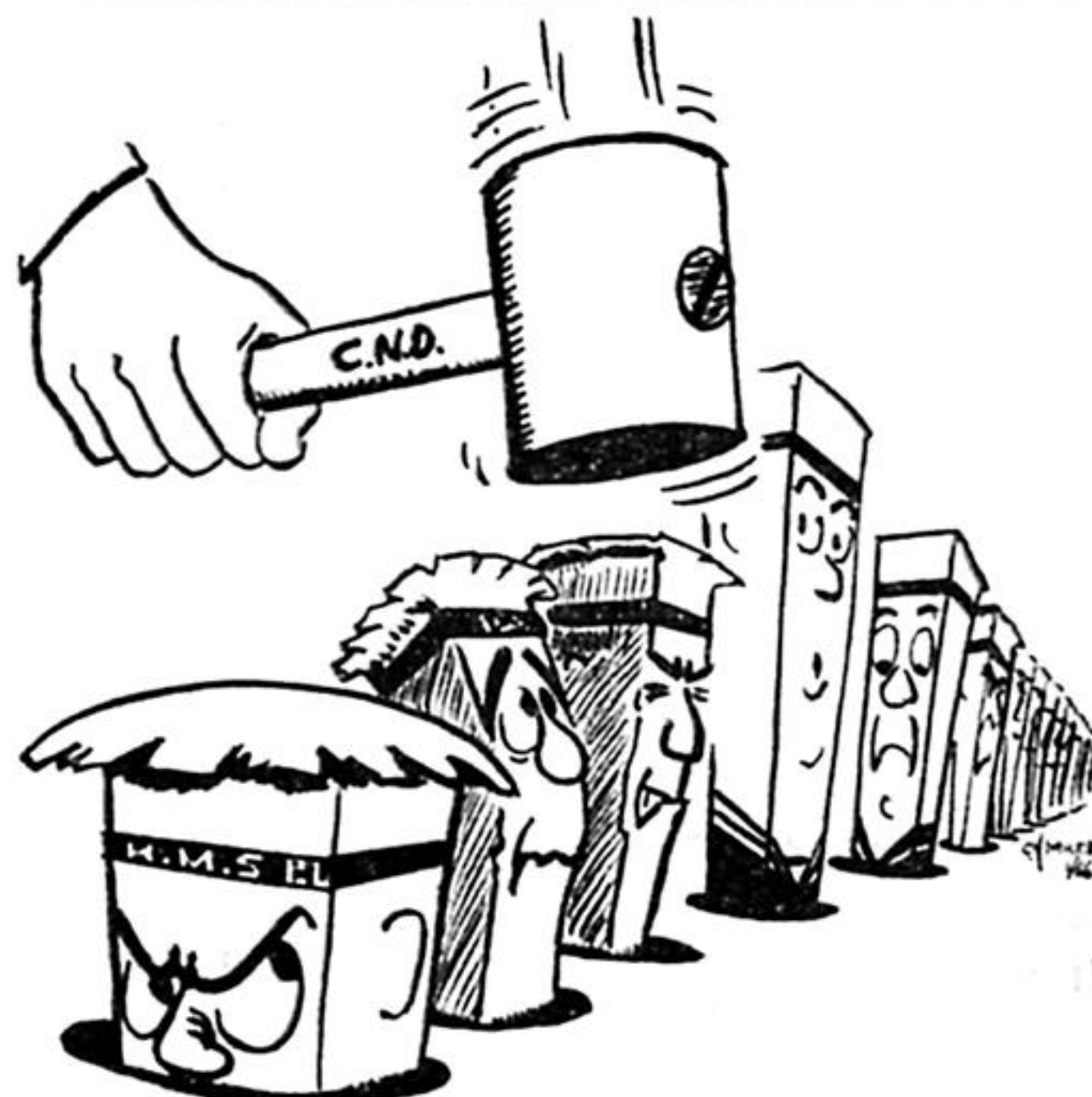


Widows are assisted to maintain their children at home with cash grants and clothing allowances. A holiday scheme is available at the Society's home on the Yorkshire coast.

Ask us if there is anything you want to know. Immediate and sympathetic consideration will be given.

Inquiries to The Secretary Sailors' Children's Society Newland, Hull Tel. 42331

DONATIONS GLADLY RECEIVED



I FREQUENTLY receive questions about the Overseas Roster so I am going to have a shot at explaining in simple terms how it works. If you still have doubts afterwards, have a look at B.R.14—which might be good for you anyway.

Ours is a simple system whereby men are sent to overseas service in turn. To do this fairly means arranging their names in a batting order, i.e., setting up a "roster" for every rate and specialist qualification in each branch, each roster containing the names of all men on the U.K. based service (i.e., Home Sea and Port Service) who are awaiting their turn to go foreign.

HOW IT WORKS

New Entries go to the top of the roster on leaving their training establishments and subsequently every man joins his roster on the date he finishes an overseas commission (i.e., General Service Commission, Foreign Service Commission, Local Foreign Service). This date is then adjusted by a smaller or greater amount to compensate for the kind of service just completed, and it is this final date which determines your position on the roster, the man with the latest date being at the bottom. Basically the more pleasant the service, the less the adjustment and vice versa, e.g., one month for each month spent overseas (providing you have qualified with at least three months overseas) and half a month per month for each month in U.K. waters. There are too, further variations to take account of particular service, e.g., a man whose family accompanies him abroad is limited to a maximum of 12 or 18 months' adjustment for service on shore or afloat respectively, and special rules apply to

WHY HAVE A ROSTER?

Aden, Bahrain and Gibraltar. Additionally, many U.K. based billets involve separation and service in mobile Fleet Maintenance Units, some Trials Units and the more arduous Instructional jobs earns the Home Sea Service rate of roster adjustment of half a month per month.

When you study them, the rules are simple and very fair and unless there are exceptional circumstances, e.g., those of an urgent Service or compassionate nature, I do not permit any monkeying about with the "top of the overseas roster" rule.

HOW IT AFFECTS YOU

Your roster date is *not* the date you are next due overseas, but simply determines your position on the roster: it is a method of getting an *order of precedence*. It is not difficult to see that a shortened commission or premature return to Port Service will give you smaller roster adjustment, which means that you come to the top of the overseas roster again more quickly and have less time at home, and in your interests we endeavour to avoid this sort of situation.

To summarise then, your roster date puts you in the right order with those of equivalent rate and qualifications, based on overseas service, but you must be quite clear that the different distribution of jobs and requirements means that there is absolutely no point in comparing yourself with someone in a different branch or rate.

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JAGUAR TAKING LONG WAY HOME

THE anti-aircraft frigate H.M.S. Jaguar, (Cdr. T. C. Cotton, R.N.), left South Africa on January 10, and is due to arrive back at Chatham on April 6 to pay off. On her way home the ship will be visiting the Antarctic and some of the major ports in South America.

Jaguar commissioned on January 8, 1965, and after her work-up left Chatham for the South Atlantic and South America Station on May 17, arriving at Simonstown on June 24 after calling at Gibraltar, Dakar and right across the South Atlantic to Rio de Janeiro on the journey south.

The flag of the Commander-in-Chief of the station, Vice-Admiral J. M. D. Gray, C.B., O.B.E., was hoisted at Dakar and the ship was his flagship for the visit to Rio.

AMBASSADORS

The ship was the Royal Navy representative at a naval review at Rio marking the 400th anniversary of the city's founding. Warships from the Argentine, Chile, Spain, Holland and Italy were also present. The Queen's Birthday was celebrated on the same day and the lower deck was cleared to attend a reception given by the British Ambassador at his residence. Despite the somewhat awesome surroundings the Royal Navy proved that Sir Leslie was not the only Ambassador for Britain present there.

During the time on the Station Jaguar visited Durban,

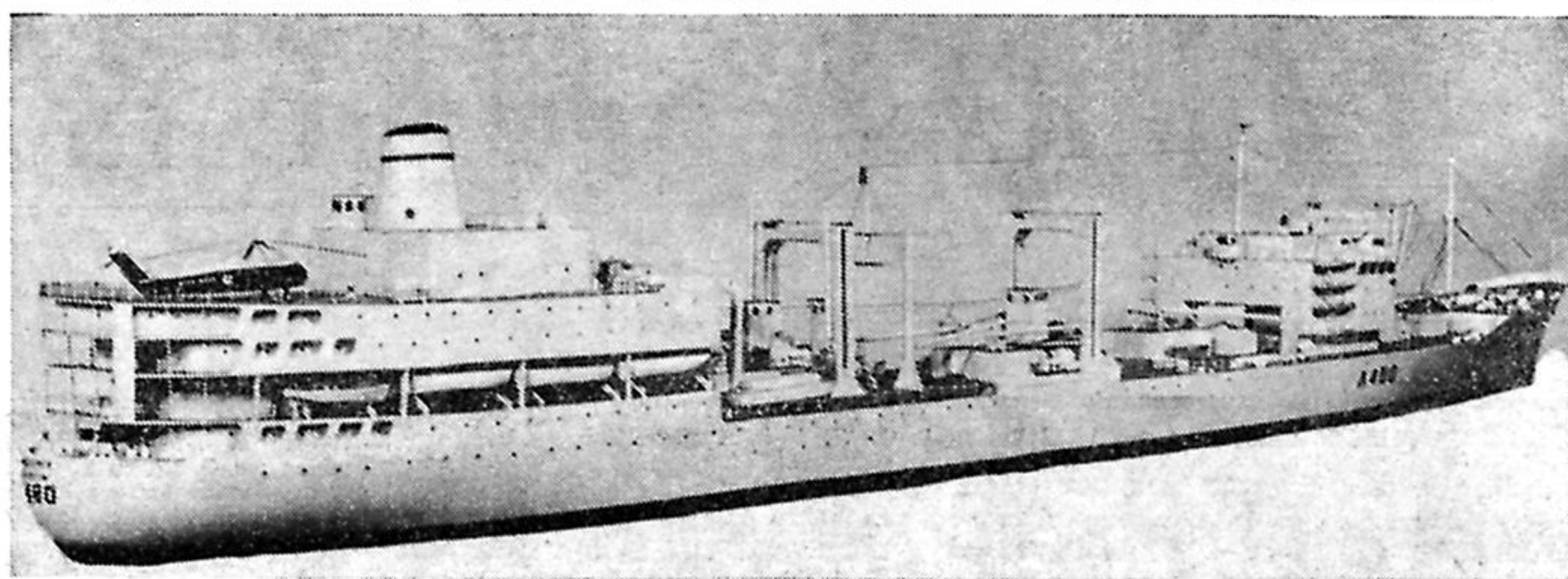
Port Elizabeth, Mauritius, Diego Suarez, Mombasa and Aden as well as the remote islands of Rodrigues and St. Brandon. Some time was spent on the Middle East Station.

It has not been all play and no work for the ship's company. The Gunnery Department has been active and shot down five sleeves in four shoots. During one shoot a sleeve was shot down with 'A' turret's first round and a second sleeve was knocked down with well-aimed fire from 'X' turret.

EXTRA ARMAMENT

The ship now has three extra guns in her armament. While exercising in the Mozambique Straits, leave was granted to swimming parties at a small coral reef. One of the swimmers discovered parts of an old wreck and three cannon encrusted in the coral. A special party was sent to bring them on board. Unfortunately, despite careful chipping of the encrusted coral, the full name of the ship could not be read. A scroll was found with the first two and last two letters of the ship's name. They were 'MA—TE.'

NAVY'S NEW LIFE-LINE LAUNCHED



Resource, first of the Navy's new R.F.A.'s which have been designed from the outset as Fleet Replenishment Ships (previous ships of this type have been conversions of commercial vessels), was launched at Greenock (Scotts), on February 8 by Mrs. K. A. Haddacks, wife of the Director of Armament Supply (Naval). The second, R.F.A. Regent, will be launched at Belfast on March 9. The picture shows a model of the new 640 foot-long Resource (19,000 tons), designed to supply the Fleet with ammunition, food and naval stores. The hold is fitted with modern equipment to handle and stow the cargo, special lifts are installed for delivery from cargo holds to the replenishment deck where new-design sea rigs are fitted for transferring stores to ships while under way. A Wessex helicopter is embarked for vertical replenishment. Air-conditioned cabins, dining halls and recreation spaces are provided for the crew. The name will recall to many H.M.S. Resource, the Fleet Repair Ship (12,300 tons), built by Vickers (1928-30), and which was broken up in 1954.

Argonaut, the 16th 'Leander', launched in snowstorm

H.M.S. Argonaut, the 16th 'Leander' class General Purpose (A/S) Frigate, was launched at Hawthorn Leslie's Hebburn yard on February 8, by Lady Hawkins, wife of Vice-Admiral Sir Raymond Hawkins, Chief of Naval Supplies and Transport and Vice-Controller of the Navy.

A snowstorm, accompanied by a cold easterly wind set the scene for the launching ceremony, which started at 1600, and among the principal guests were Alderman Mrs. T. S. Russell, J.P., and Miss Stephanie Russell (Lord and Lady Mayor-elect of Newcastle upon Tyne), Mrs. S. McIntyre (Chairman, Hebburn Urban District Council), Sir Alfred Sims (Director-General Ships), Rear-Admiral A. F. Turner (Director-General Aircraft, Naval) and Mrs. Turner, Commodore R. C. Watkin (Commodore Superintendent of Contract-Built Ships).

SEA CADET GUARD

A guard of honour of Sea Cadets from H.M.S. Kelly, the Hebburn 176 Unit of the Sea Cadet Corps saluted the guests as they mounted the launching platform. Music was provided by the band of the 6th Battalion Royal Northumberland Fusiliers (T.A.). The ceremony opened with a short religious service conducted by the Rev. A. W. Cossarat.

After the blessing Lady Hawkins named the ship with the traditional bottle of champagne and, to the accompaniment of cheers from the shipyard workers and guests, H.M.S. Argonaut slid gracefully into the waters of the River Tyne.

In a speech after tea, following the launch, the Chairman, Rear-Admiral Sir Mathew Slatery, K.B.E., wished Argonaut well, recalled the long association of Hawthorn Leslie's with the Royal Navy, and made a presentation to Lady Hawkins.

PREVIOUS SHIPS

The name Argonaut has a long history in the Royal Navy. In 1782 a 64-gun French ship, the Jason of 1,452 tons, was captured by Sir Samuel Hood after Admiral Rodney's victory at the Saintes, and renamed Argonaut.

In 1805 a Spanish ship, the Argonaut, was taken at Trafalgar, but sank after the battle. The first cruiser to be named

FRIGATE BUYS FOURTH GUIDE DOG

THE ship's company of H.M.S. Lincoln, which maintains a very close contact with the city after which the ship is named, is now half-way towards buying their fourth guide dog for the blind.

During each of the ship's three previous commissions, a guide dog has been presented to a Lincoln resident.

Sub-Lieut. Peter Robertson, R.N., who organises various fund-raising activities says that he is confident they will have the cost of a further dog—£250—when the ship returns to England at the end of her present commission in June.

H.M.S. Whirlwind returned to Portsmouth on February 18 after six months in the Caribbean.

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Gallantry award for submariner

LIEUT.-CDR. Charles E. T. Baker, R.N., of Hove, has been awarded the M.B.E. (Military Division) for gallantry.

Commanding Officer of H.M. Submarine Amphion, he gets his award for 'gallant and distinguished services on Far East patrols' during the period December, 1964, to June, 1965.

Lieut.-Cdr. Baker joined the Navy in 1949, was promoted to Sub-Lieutenant in 1951, Lieutenant in 1953 and Lieutenant-Commander in 1961. He joined the Submarine Service in 1953.

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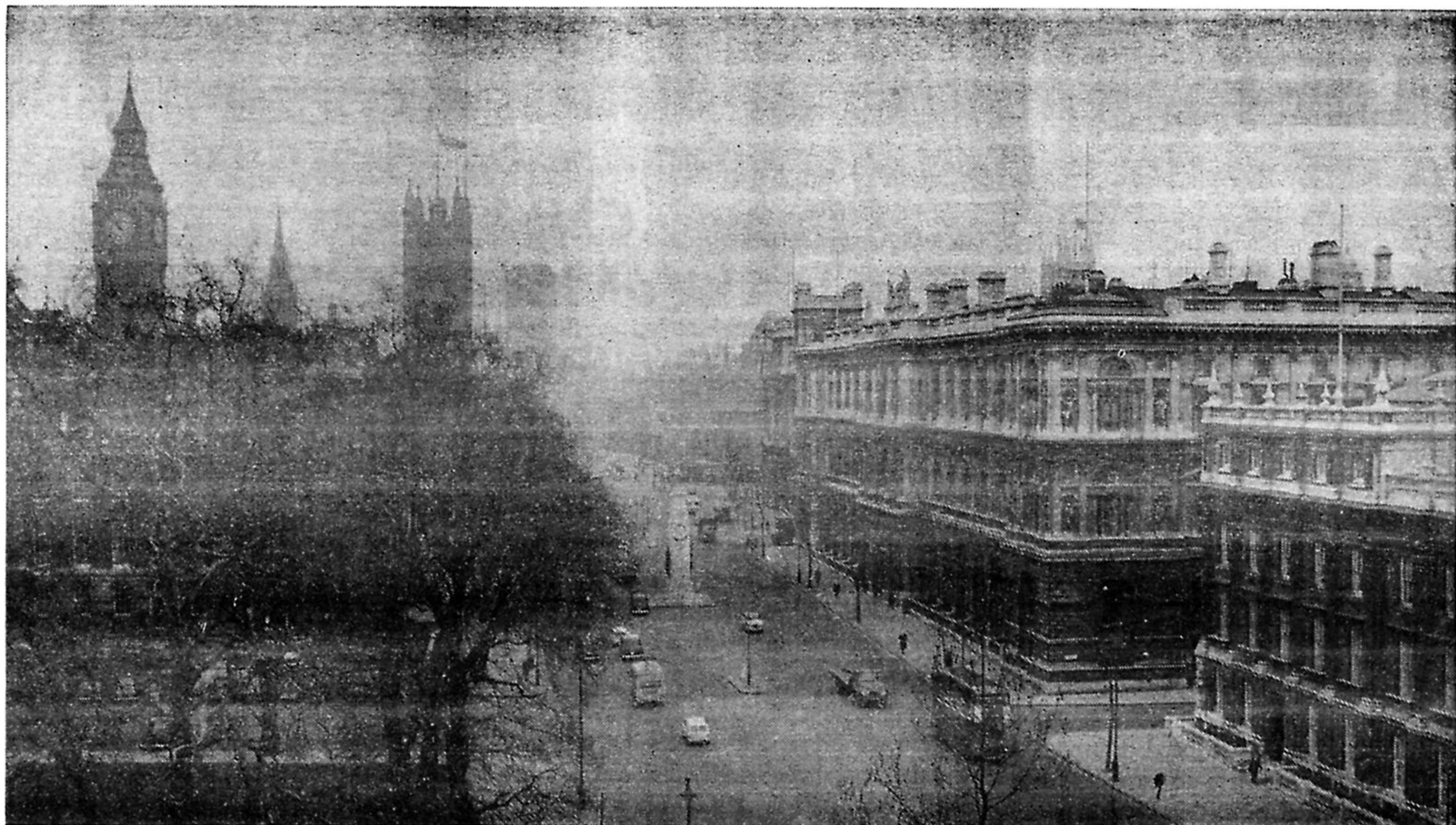
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Navy News

SPECIAL
SUPPLEMENT
MARCH 1966



Whitehall, S.W.1

ROYAL NAVY & THE DEFENCE REVIEW



Mr. J. P. W. Mallalieu, M.P., who was appointed Minister of Defence for the Royal Navy when Mr. Christopher Mayhew, M.P., resigned last month, served in the Navy during the Second World War, first as a wartime rating, leaving the Service in 1945 as a lieutenant. Journalist and author he was educated at Cheltenham College, Oxford and Chicago University. He was president of the Oxford Union in 1930 and was a Rugby blue. He has been in Parliament since 1945 and prior to his present post was Parliamentary Under-Secretary of State for Defence for the Royal Navy

"WE LEAD THE WORLD IN NOVEL FORMS OF
MARINE DESIGN"—NAVY MINISTER, J. P. W. MALLALIEU

"THE NAVY is in the news for reasons none of us would have wished. We have lost at the same time the Navy Minister, the First Sea Lord, and our hopes for building a new aircraft carrier. All these losses are deeply regretted by all of us, not least by me.

"There is, however, one thing that has impressed me above all in the banner headlines and in the background articles which have filled the newspapers. That is the universal respect for, and understanding of, the Navy which is reflected on all sides by both the Press and the public. There is a wide appreciation of the basic importance to Britain of what the Navy is doing. Indeed, the Secretary of State has made it quite clear that the Navy has a vital part to play in the defence of our country for as long ahead as anyone can foresee.

"For the moment the shape and role of the Navy remains unchanged. The Fleet Air Arm is its core, and the Government have stressed how

vital it is, in the interests of the nation and of the Navy itself, that it should remain so for the next ten years. Despite their bitter disappointment at the carrier decision, I hope that all officers and men in the Fleet Air Arm understand that they are the only people who can prevent a dangerous gap in the country's defences and give the Navy time to reshape itself to meet the country's future needs.

"Much work on plans for the Navy of the seventies has already been done. We intend to make the fullest use of modern technologies, especially in guided missiles and nuclear propulsion. Already we are leading the world in novel forms of marine design. Our nuclear submarine force is building up. The Type 82 is on the way.

"During recent months we have all had a basinful of speculation and uncertainty. We are fed up with it. What we now want is a chance to get on with our job. I will try to see that we get it."

J. P. W. MALLALIEU

A SPECIAL MESSAGE TO THE FLEET AIR ARM

*from the
Deputy Chief
of the
Naval
Staff*

THE decision to cancel CVA 01 is gloomy news and to all of us it comes as a sad end to a frustrating period of uncertainty, and a period when the strain on men and material in the carriers has been particularly heavy.

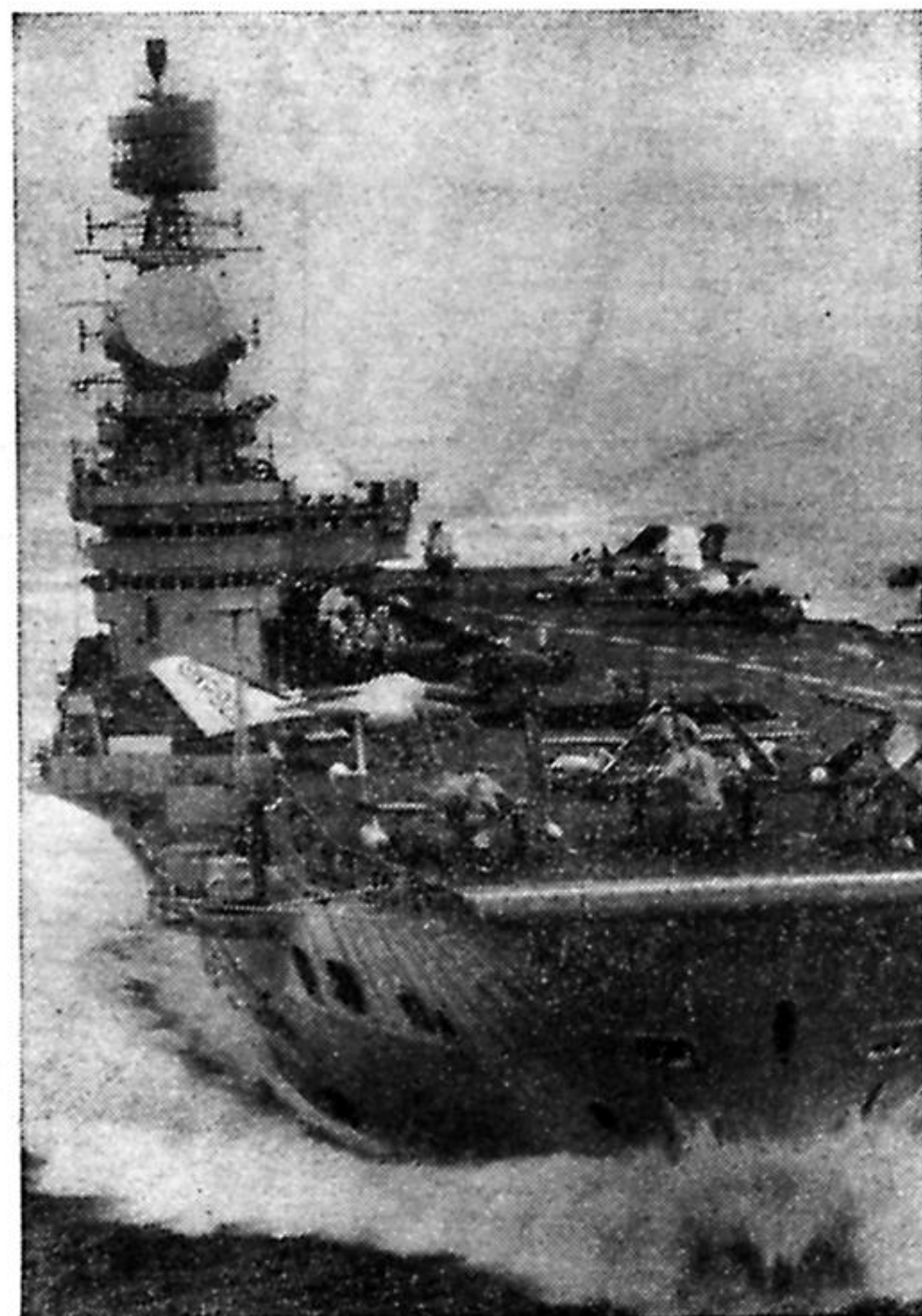
But the Government decision to continue the carrier force until the mid 70s has produced a new challenge—and the sort of challenge which naval aviation has had to meet on other occasions in its fifty years' existence.

The next decade will need a strong and effective Fleet Air Arm to carry the Navy through a period of crisis and change. The equipment plans for the next few years are unaltered and we can count on the Buccaneer 2 armed with AJ 168, the Phantom and a new

ASW helicopter. The Phantom is up to time and the Navy will get its first deliveries on schedule next year. As you all know, it is a superb aircraft. We shall also be spending a lot of money on our existing carriers to keep them up to date.

I believe therefore that the next 10 years offer some bright and interesting prospects and the young men of adventurous spirit who form this unique band of professional aviators will still find it an attractive avenue to a full career in all types of flying.

F. H. E. HOPKINS, VICE-ADMIRAL



Top: "... we attach great importance to continuing the existing carrier force as far as possible into the 1970's. . . ."

STATEMENT ON DEFENCE ESTIMATES

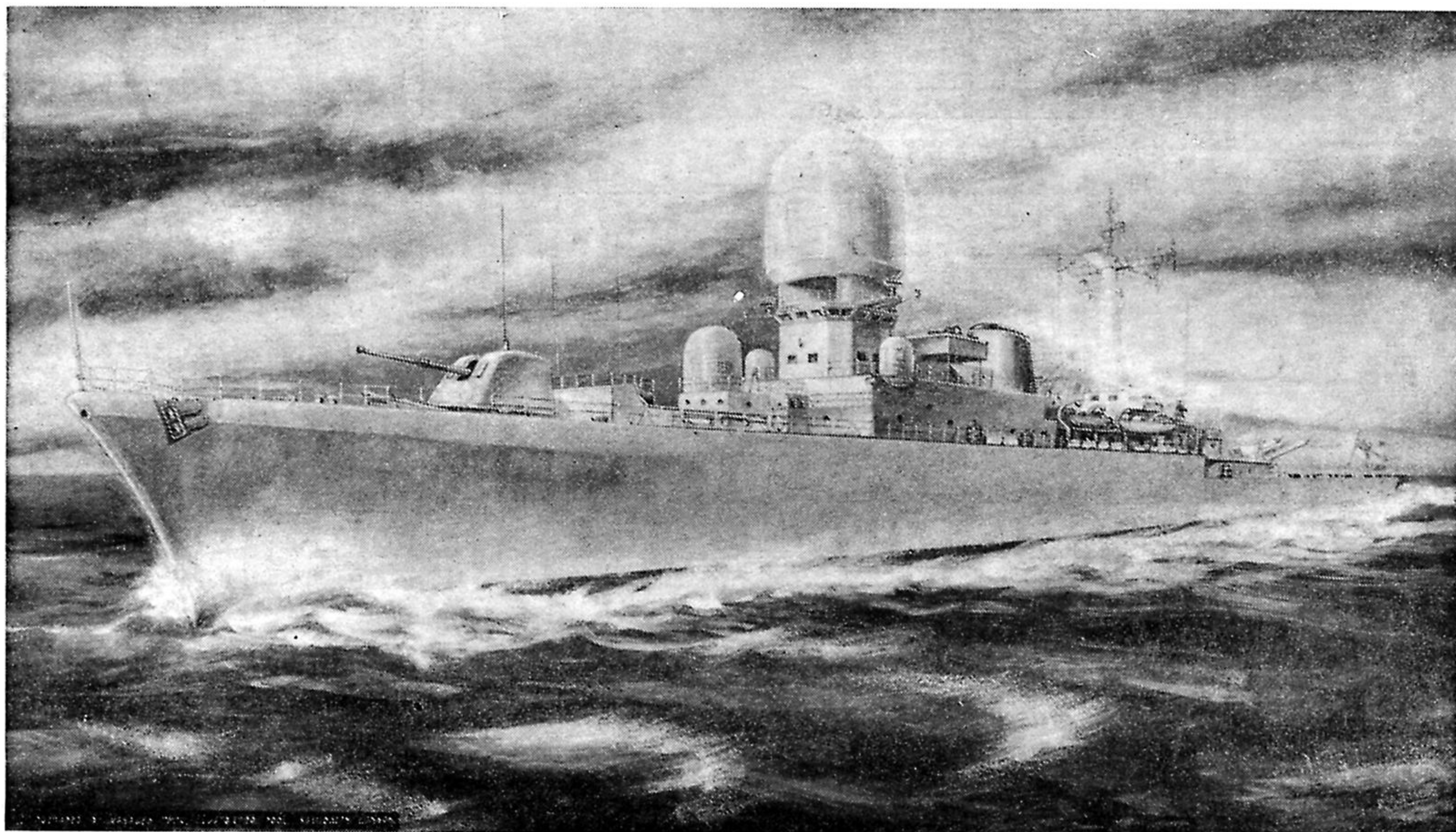
Above: "... the rotary wing element of the F.A.A. will continue as a most important component of the Fleet and by 1975 is expected to have increased so that it requires about half of the present total numbers of F.A.A. personnel. . . ."

NAVAL GENERAL MESSAGE. 21.2.66.

Left: "... the purchase of Phantom aircraft for the Navy will go ahead. . . ."

STATEMENT ON DEFENCE ESTIMATES

A NEW MISSILE SHIP FOR THE ROYAL NAVY



As announced in the Statement in the Defence Estimates, the first of a new, more powerful class of guided missile ship—the Type 82 destroyer—is to be ordered shortly. The armament of this ship, which will be of 5,600 tons standard displacement approximately, will include Sea Dart, the new surface-to-air guided missile and Ikara, the new long range anti-submarine weapon—for fuller details see below.

The 'Type 82' will be fitted with an Action Data Automation Weapon System (ADA), which will take information from the new 3D radar and other sensors, and

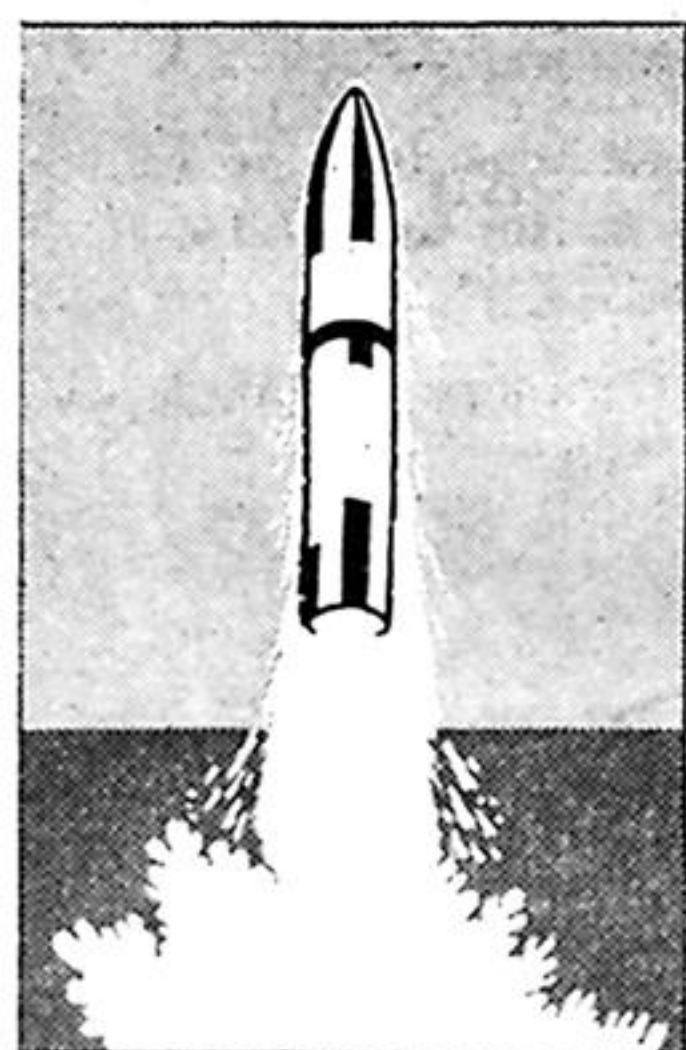
which will control her various weapons to engage the targets selected. The development of this radar has been the direct result of close Anglo-Netherlands research and development collaboration between the two Navies.

The ship's main machinery will be a combination of steam and gas turbines, with a marine version of the Olympus gas turbine providing the emergency power of the high-speed boosters.

THE NAVY'S MISSILES—

GUIDED weapons are the most accurate, and therefore the most efficient weapons available. The Royal Navy already has Seaslug, Seacat and the SS.11 for helicopters, in service. Polaris, the deterrent, comes into service in 1968. The Type 82 destroyer will

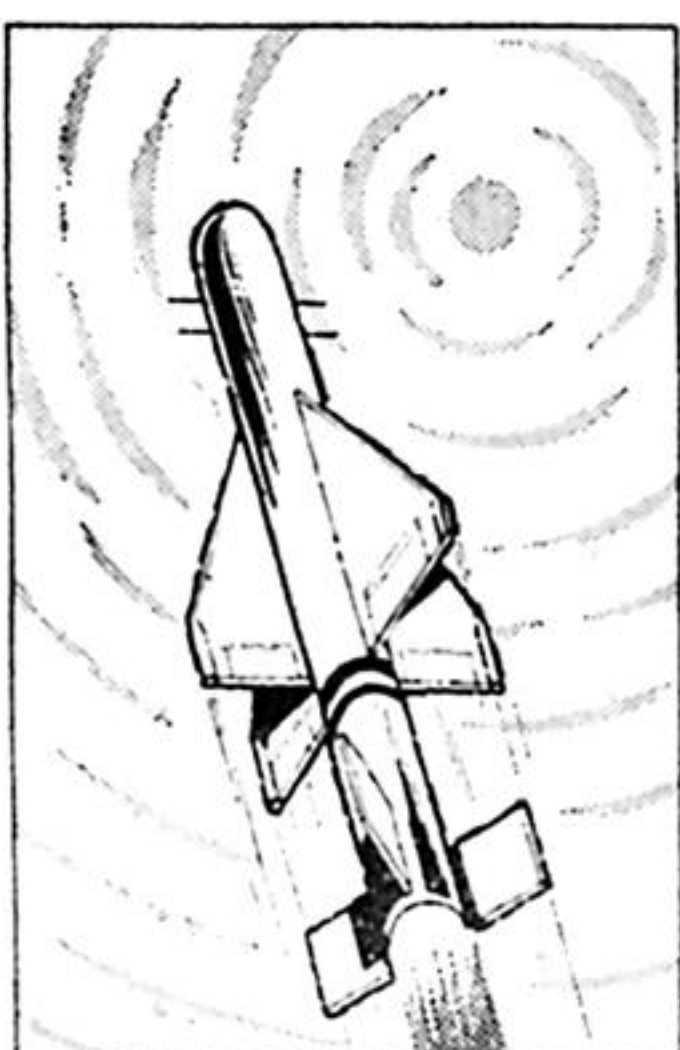
be equipped with two new guided missiles—Seadart and Ikara—and a new small surface-to-surface guided weapon is to be developed for use against missile-firing snips.



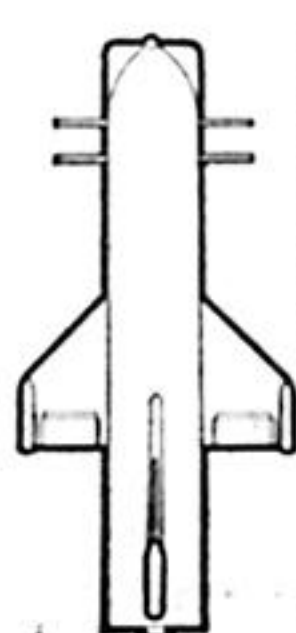
POLARIS



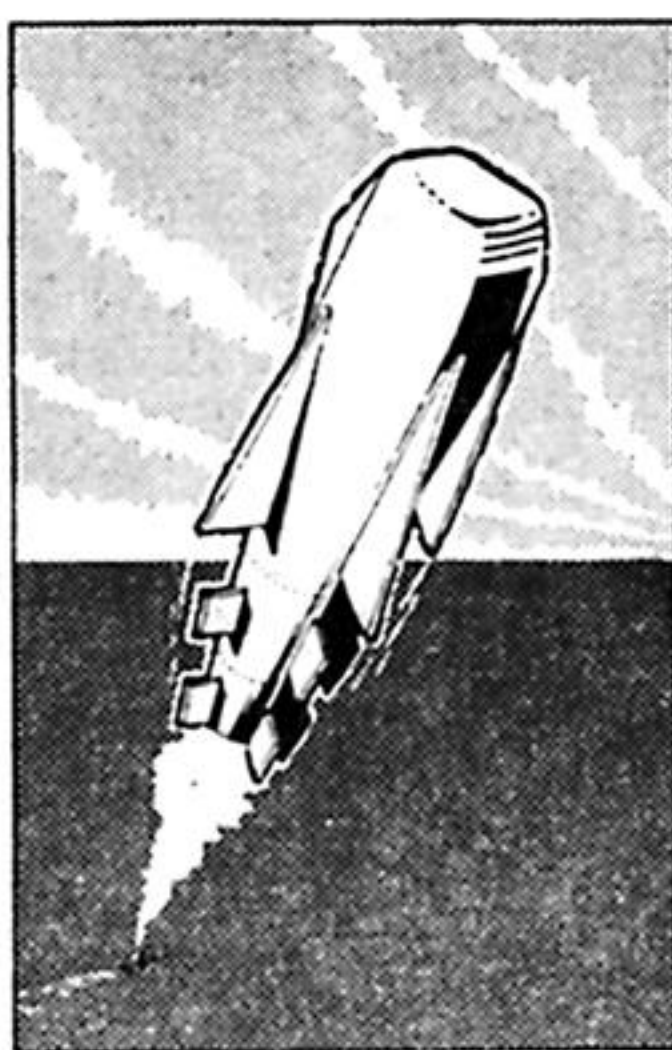
POLARIS. Submarine launched ballistic missile. The A.3 has a range of 2,500 nautical miles and the explosive power of one vessel is greater than that of all the bombs dropped on both sides during the Second World War, including the A-bombs dropped on Japan.



IKARA



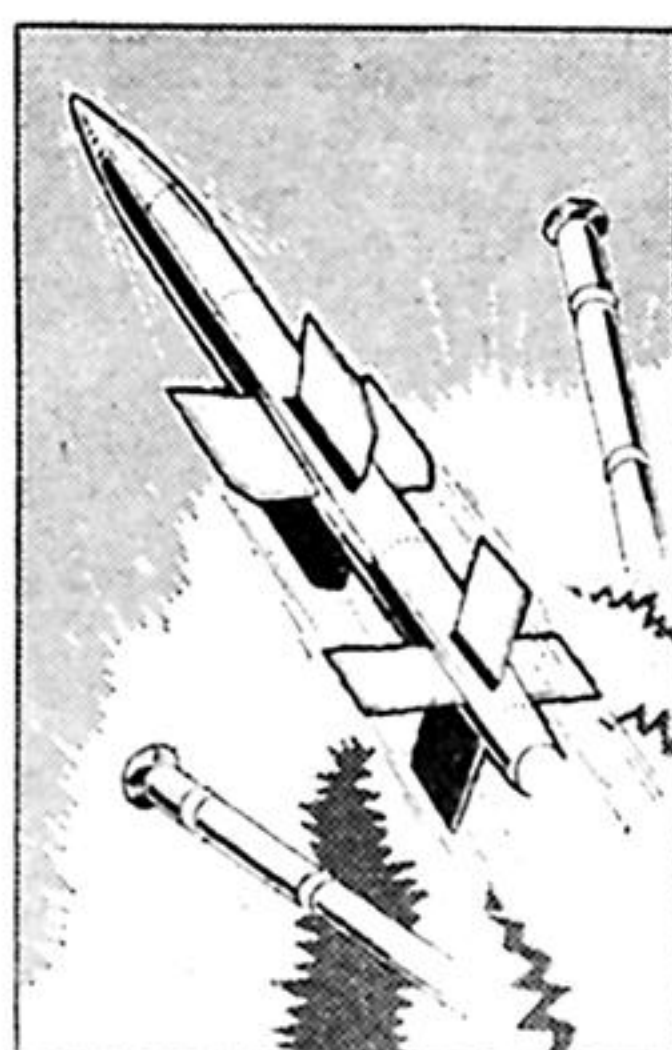
IKARA. A long-range anti-submarine weapon system being developed in Australia, which will greatly enhance the submarine-killing potential of the Fleet. It is designed to deliver homing torpedoes to a position where they can attack submarine targets.



SEADART



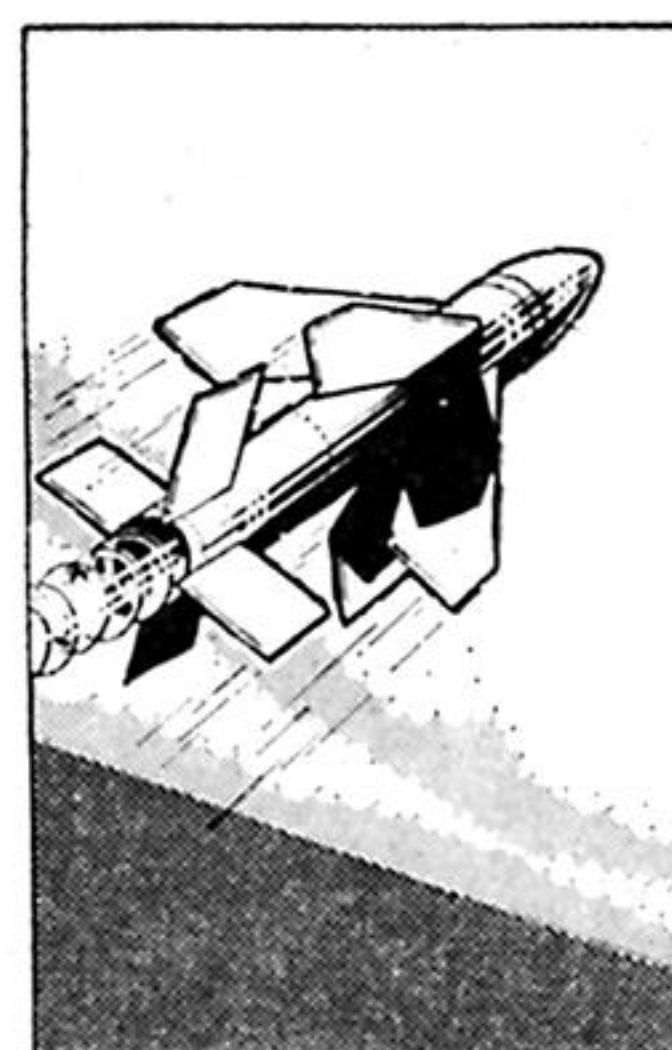
SEADART. Has been developed to meet the air threat of the 70's and 80's. It also has a reasonable anti-ship capability. It is lighter and takes up less space than Seaslug.



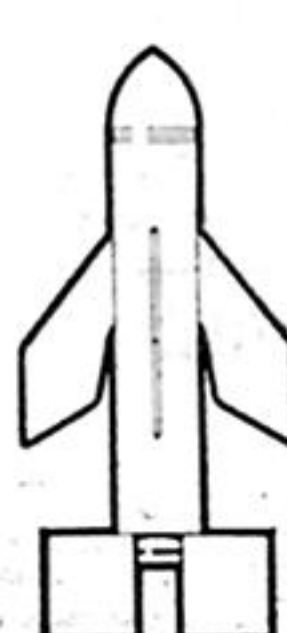
SEASLUG



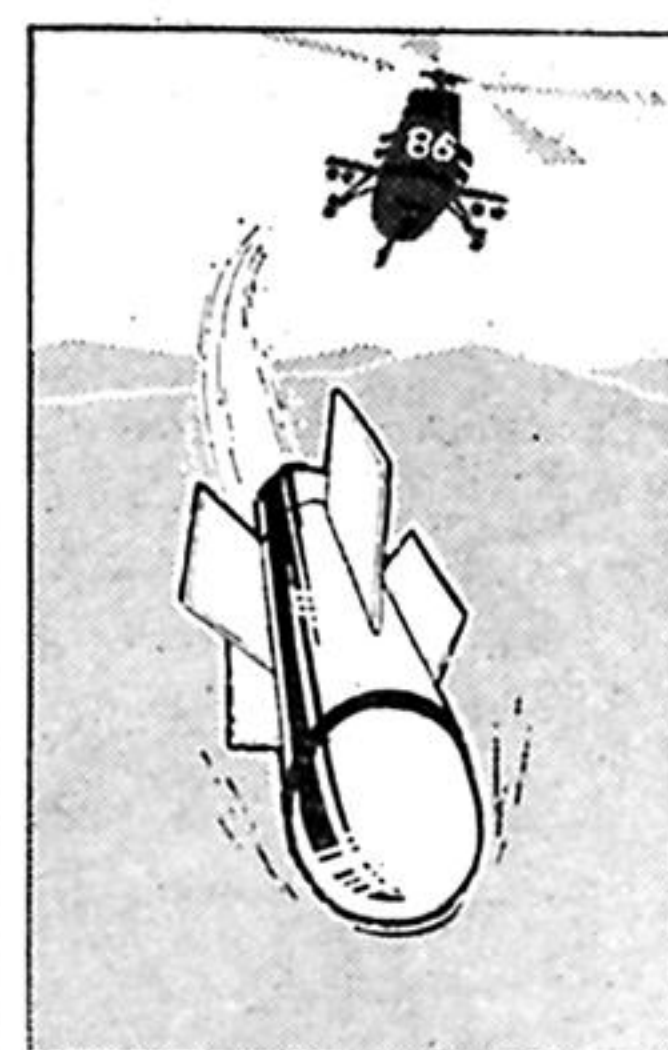
SEASLUG. Mark I fitted in D.L.G.'s Hampshire, Devonshire, Kent and London. Mark II in Fife and Glamorgan, and will be in Antrim and Norfolk. It has been described as 'the best ship-borne long-range missile in the world.'



SEACAT



SEACAT. A close range anti-aircraft missile which entered service with the R.N. in 1962 and which will eventually be fitted in many H.M. ships. It has been adopted by several other Commonwealth and foreign navies.



SS.11



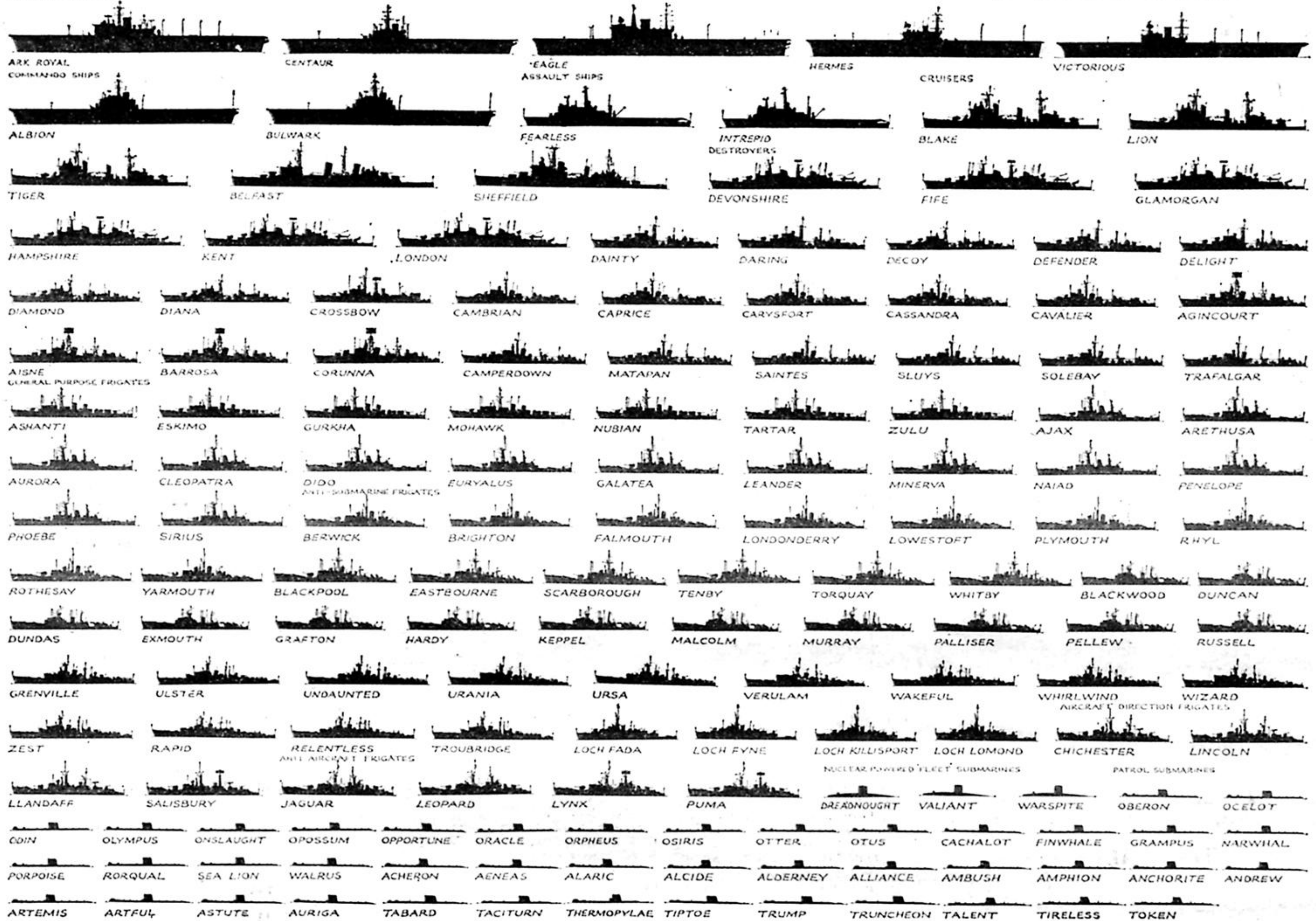
SS.11. An air-to-surface version of a French anti-tank guided missile. It is wire-guided. Fitted in R.N. Westland and Wessex assault helicopters.

Strength of the Navy

This diagram shows the ships of the Fleet and of the Royal Fleet Auxiliary which will be available for the tasks of the Navy during 1966/67. The diagram includes ships preparing for service, undergoing refit or in reserve

Major Warships

AIRCRAFT CARRIERS

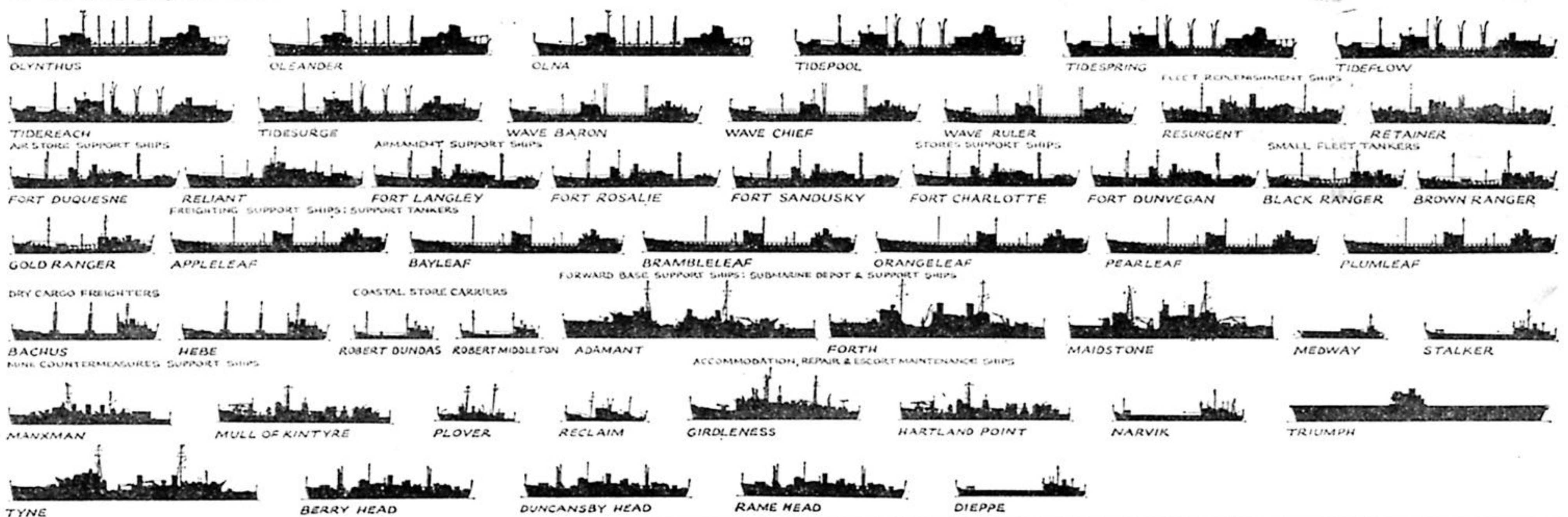


Minor Warships

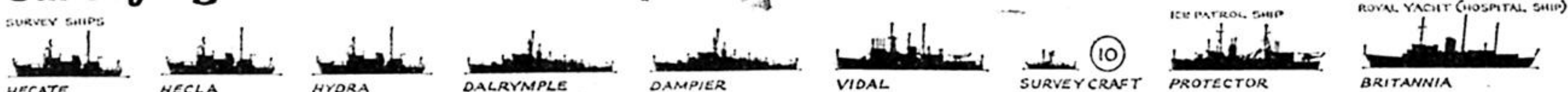


Afloat Support Ships

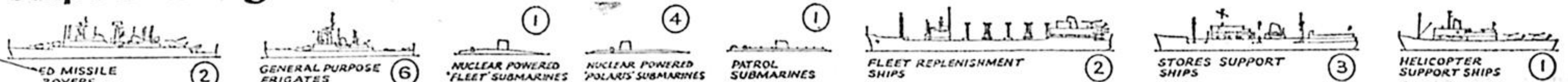
FRONT LINE SUPPORT SHIPS: FLEET TANKERS



Surveying Vessels & Other Ships



Ships Building



BLACKPOOL HOME 16,370 miles in 70 days

H.M.S. Blackpool (Capt. D. D. Knight, D.S.C., R.N.), the 'Whitby' class anti-submarine frigate, (2,560 tons, full load), which left the United Kingdom in August, 1965, making a fast passage to Singapore, returned to Portsmouth on February 16, proceeding to Chatham on February 18 for a maintenance period.

Out of a total of 36,800 miles in the six months, H.M.S. Blackpool steamed 16,370 miles between December 8 and her arrival home. Fifty of those 70 days were spent at sea. The ship is now midway through her two-and-a-half years commission.

VISITS

Although patrolling took up a considerable amount of time, the ship still managed to visit Hong Kong and Penang, as well as Australia. At Fremantle, where Christmas was spent, the hospitality those on board received included excellent Christmas Day dinners, including plum pudding, enjoyed on a day when the sun shone continuously and the temperature was over a hundred. Expedition training was carried out at Hong Kong when several parties crossed the island of Lan Tau, and again from Singapore when about 20 of the ship's company spent two nights in the jungle.

During a period of patrolling off the East coast of Sabah in Borneo, it was possible on several occasions to land bathing parties for a few hours on some of the lovely coral islands. One of the loveliest of these is only a tenth of a square mile in size and is the top of a pinnacle of coral rising 900 feet from the sea bed. By swimming only 50 yards off shore the swimmers could look down into the black abyss where the coral cliff dropped vertically. It was a remarkable experience.

made the acquaintance of the turtles when they started to land for a 'run ashore' at about 2200. Their average length was four feet and they did not seem to mind being ridden along the beach. Later, one Midshipman awoke to find one of them sniffling anxiously at him—a slightly disturbing way of getting a shake.

There is a strong feeling in the Far East of joint co-operation. H.M.S. Blackpool worked closely with Malaysian, Australian and New Zealand ships. In Hong Kong the U.S. Submarine Sabalo was alongside for several days and a good liaison was made. The 2/6th Queen Elizabeth's Own Gurkhas was the ship's 'Chummy' regiment in Hong Kong and after a sporting afternoon at their barracks in the New Territories, a party of them visited the ship.

The Royal Air Force was apparent everywhere, in Shackletons flying over the Malacca Straits, towing targets for the ship off Singapore and flying the ship's mail to her in Borneo.

H.M.S. Blackpool fired almost exactly 1,000 shells from her main 4.5" turret during the thirteen months of the commission so far, and has not failed to carry out her programme once through any one of a 100 mechanical defects which can beset a modern warship. Two days lost with a minor defect early in 1965 were made up within the week.

INQUISITIVE TURTLE

This island is also a turtle sanctuary. A small camping party left ashore for the night

Capt. D. N. Forbes, R.N., has taken over the command of H.M.S. London from Capt. J. Bartosik, R.N.

PROMOTION FOR C-in-C HOME FLEET

VICE-ADMIRAL (acting Admiral) Sir John Frewen, K.C.B., the Commander-in-Chief, Home Fleet, was promoted to admiral to date February 9, 1966.

Admiral Frewen entered the Royal Navy as a Dartmouth Cadet, at the age of 13, in 1924. During the Second World War he served on Russian convoys and as Squadron Navigating Officer for large-scale aircraft carrier warfare in the Pacific. He was Vice-Chief of Naval Staff from February, 1963, until his appointment as Commander-in-Chief, Home Fleet, and CINCEASTLANT in July, 1965. Last month he assumed the additional NATO appointment of Commander-in-Chief Channel.

NEW VICE-ADMIRAL

Another promotion recently announced by the Admiralty Board was that of promotion to Vice-Admiral of Rear-Admiral H. C. Lyddon, C.B., O.B.E., to date February 9.

Vice-Admiral Lyddon entered the Royal Navy in 1930 and during the Second World War he was Secretary to Admiral Sir Harold Walker when he was in command of the Fifth Cruiser Squadron and later the Third Battle Squadron, afterwards becoming Deputy Secretary to Admiral Sir James Somerville, Commander-in-Chief, Eastern Fleet.

In 1962 he was, at 49, the youngest Captain of the Supply and Secretariat specialisation to be promoted to Flag rank, becoming Rear-Admiral (Personnel), Home Air Command.

Since November, 1964, he has been Director-General Naval Manpower.

H.M.S. Fearless

THE first commission of the new assault ship, the seventh H.M.S. Fearless, will be 'open' to those of any previous H.M.S. Fearless who would care to visit the ship on Saturday, April 16, at Portsmouth. It is hoped that those who can go would arrive in time for lunch on board.

Old Fearlesses who would like to visit the ship should write to the Commander, giving details of their rank/rate and years spent in the destroyer or cruiser Fearless.



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March, 1966

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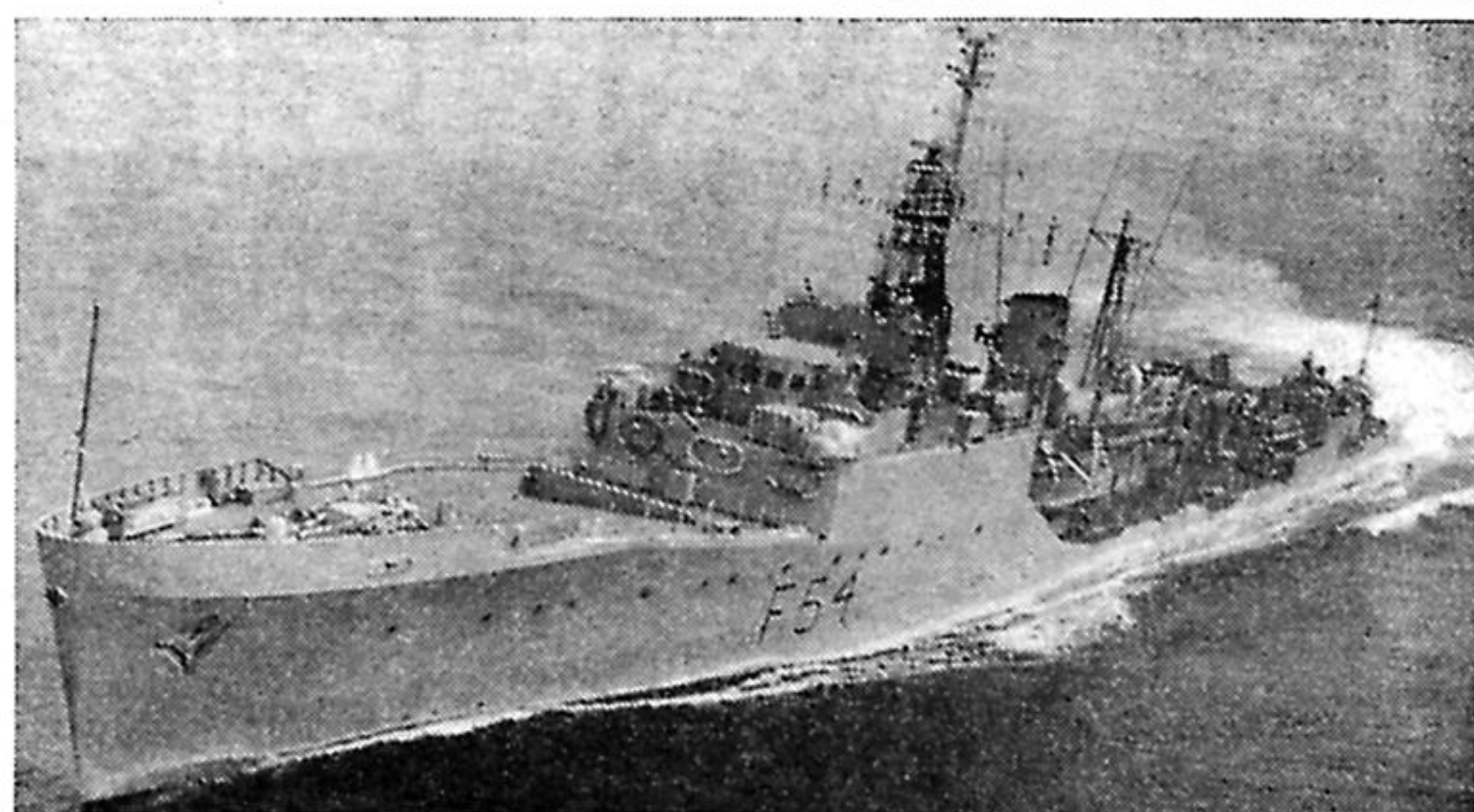
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A 'Blackwood' class anti-submarine frigate (H.M.S. Hardy). H.M.S. Exmouth is of the same class, displaces 1,456 tons (full load) and is 310 feet in length (o.a.). Present complement is about 110 officers and men

A 'First' for the Navy ALL-JET FRIGATE HERALDS NEW ERA

THE first major warship in the world to be "all-jet" propelled will be the 'Blackwood' class anti-submarine frigate H.M.S. Exmouth announced the Ministry of Defence last month.

H.M.S. Exmouth is scheduled for a long refit at Chatham in the near future and the conversion from the present engine to all-gas turbine propulsion will take place during the refit. The ship will start sea trials in a little over two years.

Terror has new Captain

KEEN yachtsman and Chairman of the Far East Fleet Sailing Committee, Capt. J. G. Stanning, R.N., had a nautical send-off when he relinquished the command of H.M.S. Terror in January.

After handing over to his successor, Capt. R. F. Plugge, R.N., Capt. Stanning was rowed away from the Officers' Landing at Singapore Naval Base by his senior officers. He had an escort of 13 boats, including three he had either owned or sailed regularly.

In announcing the conversion the Admiralty Board states that the conversion heralds a new era in naval marine engineering. Exmouth will be fitted with one Bristol Siddeley Olympus engine for full power, with two Proteus engines for cruising. Both these engines are marine versions of well-known and proven aircraft gas turbines and their use in warships benefits from the extensive research and development programmes already completed for aircraft use.

BENEFITS

The Olympus will undergo shore trials this summer and is likely to be used in any new classes of frigates and destroyers which may come into service in

the early 1970's. In the meantime Exmouth will get the Olympus to sea as a main propulsion unit some years earlier and will enable the operational characteristics and benefits of all-gas turbine propulsion to be fully evaluated in the rigours of Naval service.

Gas turbine machinery installations in H.M.S. Exmouth and probably in future ships will be operated from the bridge.

The use of gas turbines in warships has been pioneered by the Royal Navy since the Second World War. M.G.B. 2000 was the first to enter the Service in 1947 and this led to the use of the Proteus engine in the 'Brave' class of Fast Patrol Boats. These were then followed by the combined steam and gas turbine, (Cosag) plants in the 'Tribal' class frigates and in the 'County' class guided missile destroyers. These have been most successful and have paved the way for the next step forward to an all-gas turbine installation.

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BOOKS BANISH BOREDOM

'And so beguile thy sorrow'

NAVY SPENDS £25,000 A YEAR ON LIBRARIES

FOR the first time a National Library Week is being arranged in this country, a week which is to carry the slogan, "Make time to read." The object of the exercise is to encourage reading within all communities and to spread the idea that books are the major common medium which unites their interests.

In the Royal Navy we already have a very large reading community especially, of course, at sea. We might adopt for ourselves an additional slogan, "Books banish boredom," and, indeed, together with other recreational amenities, they do. Even before the era of mass printing Shakespeare could say "Come and take thy choice of all my library and so beguile thy sorrow." Not that reading the tale between lurid covers of 'the chap that got his girl' is really like to soothe the misery of the one whose lass has given him the brush-off! On the other hand, he might well learn how to do better next time.

However, it is to be admitted that the type of book usually associated with the lurid, torrid, seductive cover, the sales talk for the text within, is not supplied by the Royal Navy library service. Paperbacks are provided for recreational reading in units such as submarines and commandos, but it must be appreciated that many a title which dazzles the eyes from the station bookstalls, good as it may seem for morale, cannot properly be provided from public funds.

Every year the Director of the Naval Education Service spends between £25,000 and £30,000 on books for replenishing the library shelves of ships and shore establishments. To the Recreation Libraries Officer each ship commissioning presents a challenge—to fill yet another floating bookcase. A ship's library is no haphazard collection of books just thrown together from those available. It is intended to be well balanced, catering so far as possible for most tastes.

AVID READERS

Cut off as he is from many amenities enjoyed by the soldier and the airman, the sailor generally has become an avid

and discriminating reader and from the receipt of rude letters the Education Department has come to understand the pattern of reading habits relating to age, occupation and leisure-time interests, and this influences the policy of selecting and issuing books.

According to the complement of a ship, each one on commissioning is issued with a basic library. This will include books by both classic and modern authors, a predominance of fiction, including 'westerns,' which now seem to be losing popularity, and tales of mystery and detection which show the reverse trend.

The remainder will include books on travel, adventure, escape (not to detention quarters), and humorous writing. General works range from the recognition of stranded whales and dolphins to stamp collecting; from the passing of steam locomotives to the inns of rural England. Light romance, very popular in public libraries, is absent from the shelves in a ship. As a Cornish petty officer remarked very recently: "When 'tix romance us wants, us goes ashore an' finds it."

Aboard, conceding that charity begins at home, books

of the sea and seamen are widely read; sea stories, histories, biographies, war records and scientific work. These are not included because authority thinks that they are good for the sailor—they are selected because of the evidence that they are wanted.

REPLENISHMENTS

The number of books in a recreational library depends upon the number of men on board. Where there are over 1,200, the number of books is 2,000; 601 to 800 men, 1,100 books; 101 to 200 men, 300 books. Every month, again according to the class of library,

training courses, correspondence courses, drama festivals, resettlement, it follows that someone else is primarily concerned with actually reading and choosing books, and this is 'R.L.'—the Recreational Libraries Officer—Mr. R. L. G. ('Punch') Hart, a figure well known in naval and innumerable other circles.

Most of the country's leading publishers send advance copies of their forthcoming titles to 'R.L.'; naturally not every title, but those which are likely to be of interest. It goes without saying that 'A Directory of Synthetic Fibres' would be of no appeal, although a specialist work on the 'Mating Instinct Among the Giant Pandas' might well get in under the heading of current affairs. The Recreational Libraries Officer reads between 200 and 250 books a month.

24,000 BOOKS A YEAR

It will be readily appreciated that with a maximum of 40 replenishments per month this can be only the top 2½ per cent. of all books published. The book trade publishes 24,000 volumes in Britain every year. Often it is remarked that a certain book

'Schoolie' to 'Bookie'

'PUNCH' Hart is the man who reads books for living. His is the job, the happy job, of spending £24,000 on books for ships' recreational libraries. It has the possibility of making him the broadest-minded man in London. He may well be.

No Lord Chamberlain, 'Punch'—officially Recreational Libraries Officer—a civil servant in the 'G' Section of the Director of Naval Education's staff—must keep a very cautious eye on the books he chooses. One slip and a Parliamentary question may follow. It has happened. Anything blasphemous, subversive or pornographic is out and that, regrettably, accounts for a great many of today's publications.

L. G. R. Hart knows very well what sailors read on the mess deck. That is where he did much of his own reading as a wartime seaman in H.M.S. Fishguard (ex U.S.S. Tahoe), 44th Escort Group, Western Approaches. He lived 'The Cruel Sea.' He spent his last two years with the Fleet Air Arm.

In 1946 he became an Instructor Officer—probably the only 'Schoolie' who ever rode a horse in a wardroom. His last appointment in uniform was as Staff Instructor Officer, Scotland. He has been paid to read books for the last 14 years.



L. G. R. ('Punch') Hart

supplied to ships with a complement of over 1,000, the number of volumes is 109, and in a Class III reference library, where the complement is from 100 to 600, the number of volumes is 42. These volumes range from 'An ABC of English Usage,' to 'Yachts, Flags and Ensigns.'

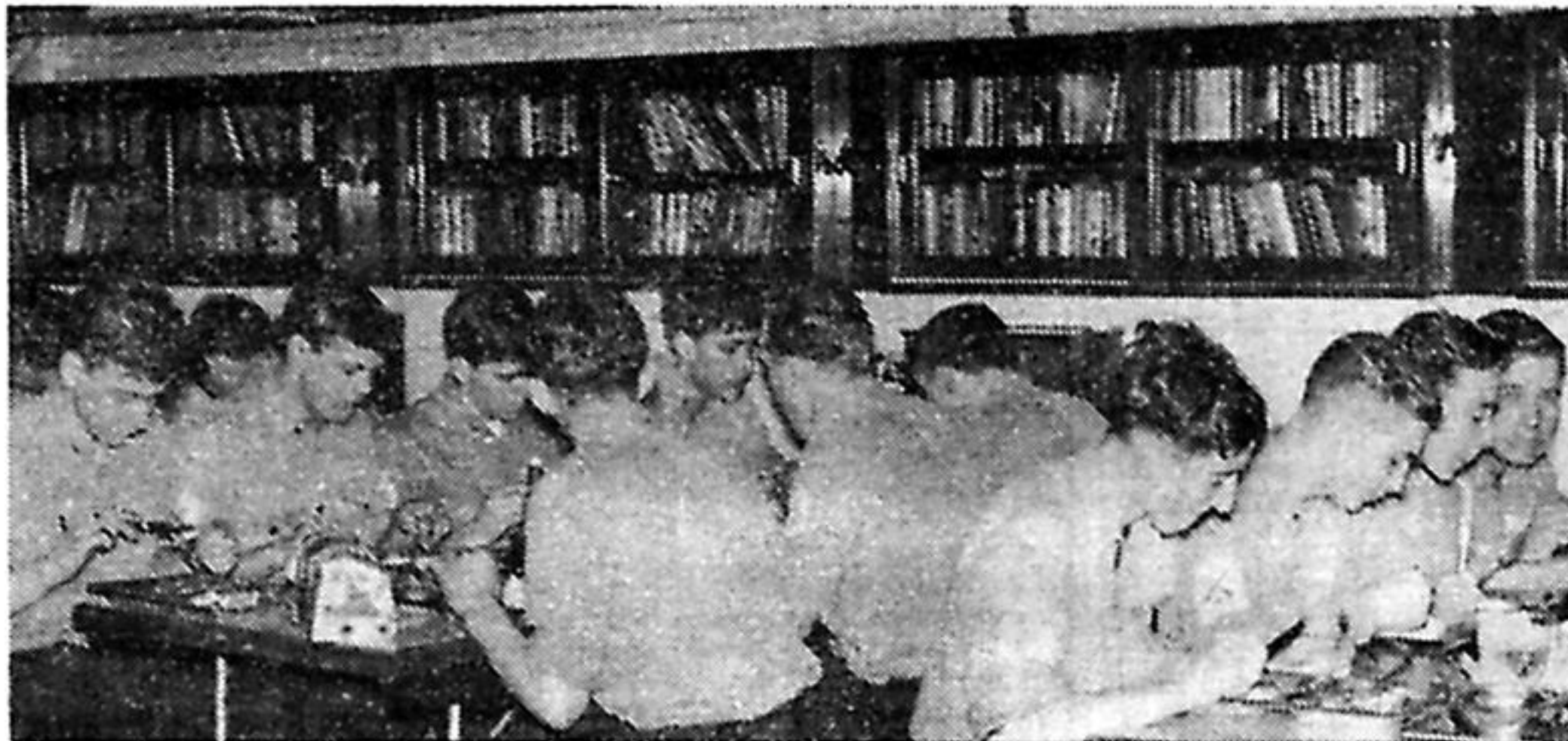
VERY SMALL SHIPS

It might have been noticed that small ships with a ship's company of fewer than 100 appear to be left out on a limb. Not so. For them packaged selections of books are available in unit pools. These are small libraries which may be collected and exchanged at will at Devonport, Portsmouth, Gibraltar and points east.

Month by month a Defence Council Instruction (Navy) lists those books which are being supplied to replenish or augment libraries. Many personnel await its publication with great interest. It is, as it were, the key to hours of enjoyment. Each book there has been posted or delivered by a representative of its publisher well in advance to the R.L.O., read by him, ordered through H.M. Stationery Office and despatched by the publisher to Chatham.

MORALE-BUILDERS

The provision of libraries is thus a matter of team work—the essence of the Service in all respects. These good people do not actually put the teeth into a ship, they do not ammunition or fuel a ship, but they do contribute to its fighting efficiency. They cater for morale.



Space is always at a premium in a small ship. Here is part of the recreational library of H.M.S. Arethusa, in the Junior Ratings Dining Hall

replenishments are issued by the Superintending Victualling Stores Officer at Chatham. These replenishments range between 10 and 40 according to the number of men in the ship's complement.

Now these replenishments have to be chosen, and this fact brings us to the hub of the Navy's recreational library system. The officer responsible is an instructor lieutenant-commander designated as 'D.N.Ed.S. G.I.' Usually he is a university graduate on the arts side and has had considerable experience of running ships' libraries before going to the Ministry of Defence (Navy). Libraries, recreational, reference and specialist, are part of his task. Since his duties cover all aspects of further education, for example vocational

should be included, or that a particular ship should receive special titles. The Navy Department sympathises with such views, but clearly enough the agreed terms of business depend upon the number of any given title which is selected and purchased. Too wide a selection spread over correspondingly more titles would in the long run mean fewer books and less value for money.

As a matter of statistics, of the 24,000-odd books published in 1965—and some were very odd—600 titles were selected for naval libraries. Ships' libraries received, according to class, all, or a portion of, 440 selections and, based upon what seems to be popular demand, they were made up in the following rough percentages: general, 29; adventure/detection/thriller, 28; western, 6; sea stories, 6; science fiction, 4; spy, escape and war, 9; with history, humour and biographies taking the remainder.

Only a relatively small por-

portion of science fiction is worth even a glance beyond the cover. Yet the providers are always conscious of the fact that they are supplying in this category books for recreational reading, not educational text books nor supplementary training manuals.

REFERENCE LIBRARIES

The reference library is different. This, again selected and arranged by D.N.Ed.S., is intended to be informative. Each includes an encyclopaedia, large or small, a selection of language and technical dictionaries, 'Jane's Fighting Ships' and 'All the World's Aircraft,' and Whitakers Almanack. A good atlas is obviously included—a type of book more important today than ever before. For this reason D.N.Ed.S. has placed a large order for what is, at the time of writing, the only completely up-to-date political atlas in the world. It may well be out of date in a month!

In a Class I reference library,

Make time to read

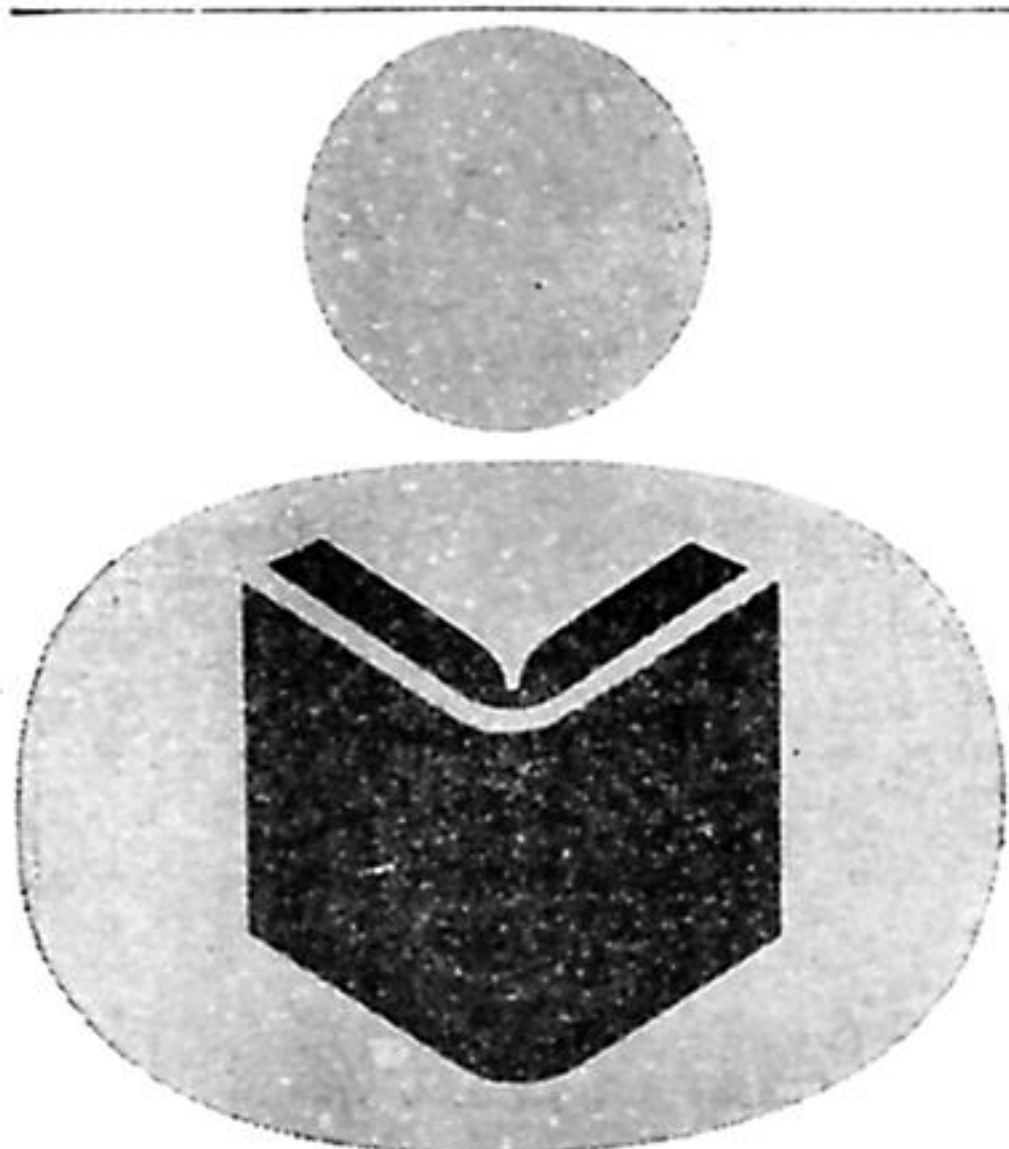
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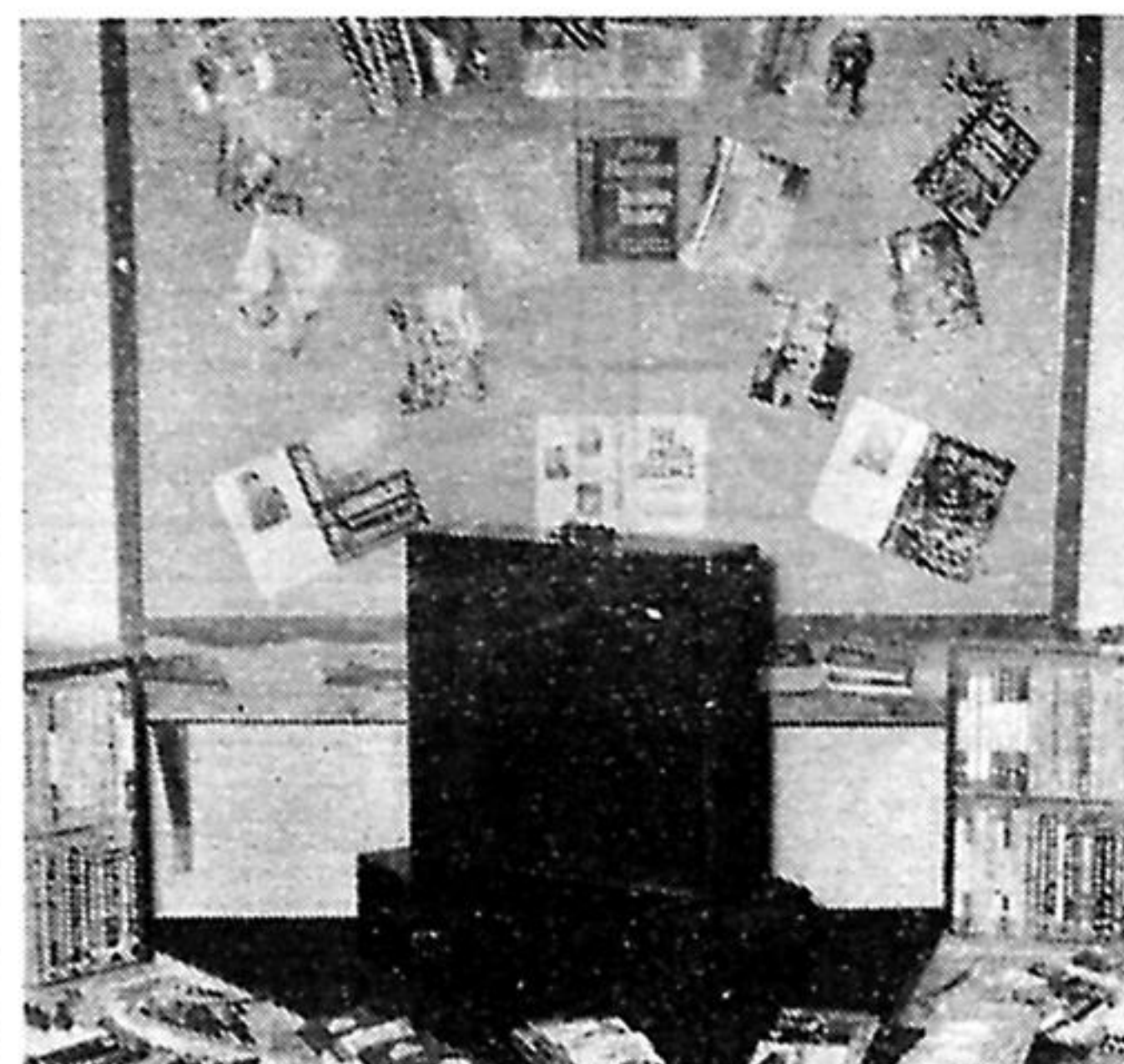
The Recreational Library of H.M.S. London contains over 600 books for the ship's company



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Lieut. Wiltshire, Third Officer Burgess, Marine Olding, and the kitten shortly before leaving Singapore

Singapore to Devonport in five-ton sloop

A YOUNG Royal Marine officer, Lieut. Hugh Wiltshire, set sail recently, with two companions, on a four-months, 8,000-miles voyage from Singapore to Devonport, in his five-ton Bermudan sloop Fiddler.

Lieut. Wiltshire is an experienced parachutist, frogman, canoeist and mountaineer—he was a member of the Joint Services team which scaled Mount McKinley in Alaska—and took up sailing seriously after joining the Royal Marines eight years ago. His parents live at Sway, near Lymington.

Lieut. Wiltshire's crew comprises Third Officer Nigel Burgess, formerly serving in the Fleet Replenishment Tanker Wave Sovereign, who comes from Cheam, and Marine Alan Olding, who comes from Swindon. There is also a kitten on board.

Third Officer Burgess is navigating and Marine Olding, himself a parachutist and frogman, will attend to the auxiliary motor and do the cooking. Their route will take them via Penang, Colombo, the Maldiv Islands, Suez, Port Said, Malta,

Marseilles and the Biscay coast to Devonport.

Stores include Army rations with some experimental dehydrated food which they will test for the Army. They also have bulk supplies of oats, rice, coffee and eggs and "We hope to pick up some fish on the way," said Lieut. Wiltshire.

Fiddler can carry 35 gallons of water plus solar stills and desalting tablets for emergency.

Admiral emphasises need for Navy

WHEN H.M.S. Leopard commissioned at Portsmouth on February 8, under the command of Cdr. J. A. D. Ford, R.N., the actual commissioning service took place in the Drill Shed, R.N. Barracks, Portsmouth, in the presence of families and friends.

The principal guest was Vice-Admiral D. C. E. F. Gibson, C.B., D.S.C., the Flag Officer Naval Air Command. A commissioning cake was cut by Mrs. Gibson.

Known to be a 'carrier-man' (he is a former commanding officer of H.M.S. Ark Royal), Admiral Gibson emphasised the need for the Royal Navy.

Admiral Gibson also spoke of the success of the Far East Fleet and the effectiveness of H.M.S. Centaur when there was trouble in East Africa a couple of years ago.

BUILT AT PORTSMOUTH

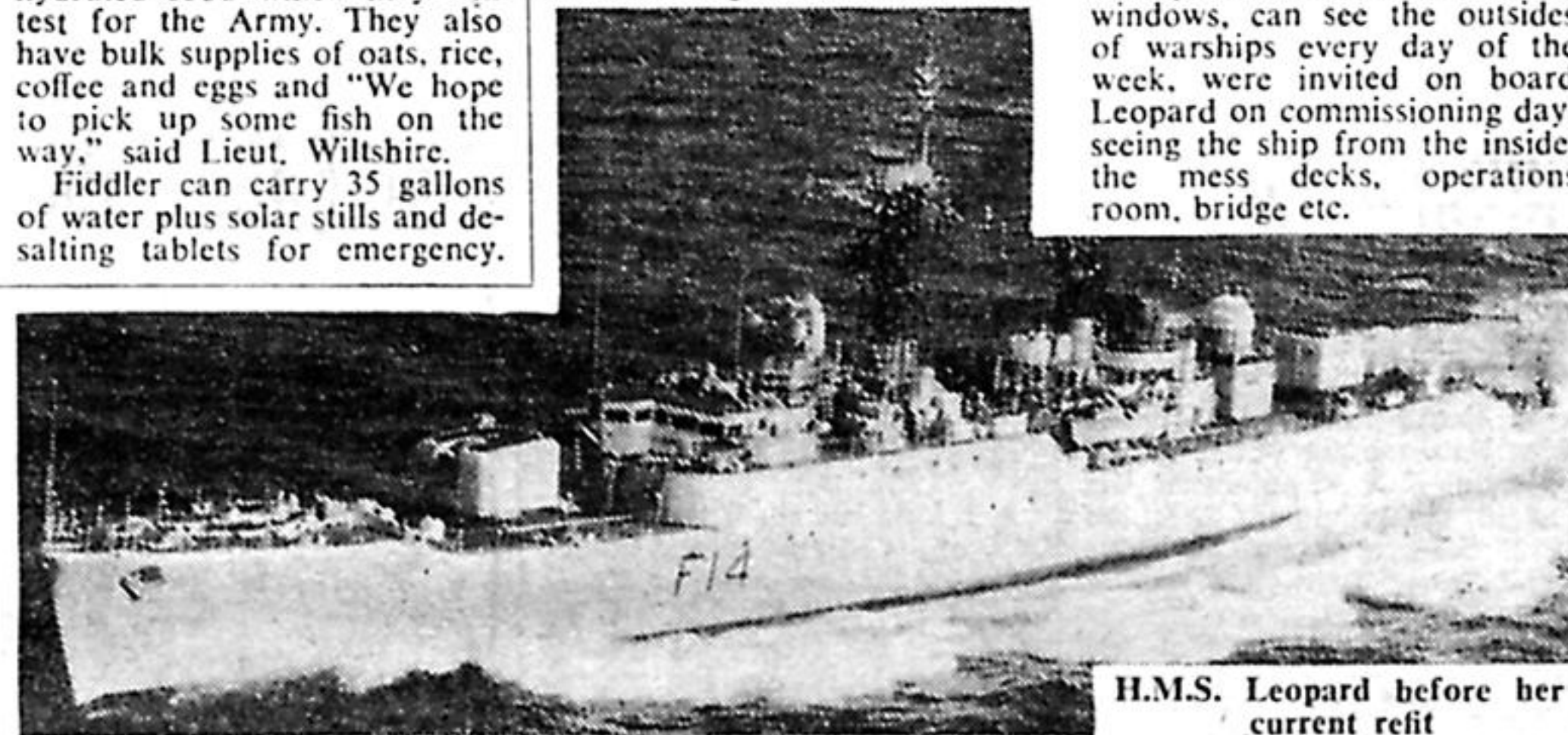
The present H.M.S. Leopard is the eighth warship to bear the name in the Royal Navy, her predecessors dating back to 1634. She was launched at Portsmouth on May 23, 1955, and her first commission, on the South America and South Atlantic Station, commenced September 30, 1958. An anti-aircraft frigate of 2,520 tons



Cdr. J. A. D. Ford, R.N.

(full load), her overall length is 340 feet, and a complement of about 200 officers and men. She has just completed a 16-month refit which has brought her right up-to-date.

Thirty typists from H.M. Dockyard who, from their office windows, can see the outcrops of warships every day of the week, were invited on board Leopard on commissioning day, seeing the ship from the inside, the mess decks, operations room, bridge etc.



H.M.S. Leopard before her current refit

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- 1961 ANGLIA de luxe, blue with white roof and blue interior, heater and screen washers .. £285
- 1960 AUSTIN A40, blue with black roof and grey interior, heater, screen washers and overriders. Choice of two .. £265
- 1960 HILLMAN MINX de luxe, blue with blue interior, two owners .. £225
- 1959 VAUXHALL VICTOR SUPER, green with beige interior, heater, wing mirrors, spot and fog lamps and screen washers, two owners .. £245
- 1960 MORRIS MINI de luxe, blue with blue interior, heater, spot lamp and screen washers .. £235
- 1958 ZEPHYR, black and red (Zodiac style) with red and white interior, heater, wing mirrors and screen washers .. £225
- 1955 M.G. MAGNETTE, grey with blue interior, heater, screen washers and wing mirrors .. £175
- 1958 ANGLIA de luxe, white and red with red and white upholstery .. £165

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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Founder-Chairman now President

At the annual general meeting of the Derby branch of the Royal Naval Association three of the original six founders of the branch in September, 1961, were present, and it was stated that during last year membership increased from 62 to 74.

One of the original founders, Shipmate Cdr. G. Neville Rolfe, chairman of the branch since its inauguration, resigned from that office. He gave up the office not because of any lack of enthusiasm for the aims and objects of the association, but because he feels it is wrong for any one man to monopolise an office, and so that other shipmates may be given an opportunity of leading the branch.

That Shipmate Cdr. Rolfe had given complete satisfaction to the branch, bringing to the office dignity and enthusiasm, was shown when he was unanimously elected as the branch's first President. As a tangible demonstration of the branch's gratitude for his advice, impartiality and judgment, coupled with friendliness, Cdr. Rolfe was asked to accept life membership of the Royal Naval Association.

Shipmate D. Marshall was elected chairman of the branch in succession to Shipmate Cdr. Rolfe. Shipmate A. Mann, who

had been secretary was elected to the office of vice-chairman, and Shipmate S. A. G. Bullock became secretary. Treasurer is Shipmate W. Powell.

During the past year there were functions every month and arrangements have been made for many functions and visits during the present year. The next major affair is the annual dance at the Locarno Ballroom, Derby, on March 18.

60 PER CENT. OF SHIPS ABROAD

When the Torbay branch of the Royal Naval Association held its annual reunion dinner at Babacombe at the beginning of February, Capt J. E. L. Martin, R.N., Captain of the Royal Naval College, Dartmouth, told the shipmates that the reason why they did not see many of the Navy's fighting ships in Home Waters was because 60 per cent. of them were serving in the Far East.

Capt. Martin referred to the push-button scientific equipment in our modern ships, saying:

'THE SENIOR THE CRAZIER'

The guest of honour at the second Annual Dinner of the Broseley (Salop) branch of the Royal Naval Association was Admiral Sir Richard Onslow, who, with Lady Onslow, joined some 80 to 90 shipmates and their wives for the dinner, dance and social evening.

The date, January 29, proved to be a fortunate one and the exceptionally mild weather made for an excellent attendance.

The Loyal Toast and the toast to The Association were proposed by Shipmates K. Howard and R. Owen respectively. The Vice-President of the branch, Shipmate J. Huxley, proposed the toast of the guests. Admiral Onslow replied with a very amusing speech, recounting his early days as a "Snotty," taking for his theme a delightful quotation from G. B. Shaw which intimated that all who joined the Navy were crazy and that the more senior the rank the crazier they became.

SPEECH ACCLAIMED

Sir Richard's speech was received with acclamation—it being felt by all present that only a senior Flag Officer would have

the temerity to quote G. B. Shaw on so delicate a matter.

That this new branch, formed in a small community of 2,000, should have reached a membership of 20 and be able to organise a dinner at the leading hotel in the area, and to attract almost 100 members and friends, is a tribute to the energy and drive of the Committee which gave such valuable support to Shipmates Owen and Howard who, as Chairman and Secretary respectively, have done so much to launch this new branch.

WIVES GIVE CHEQUE TO BRANCH

When the Beer branch of the Royal Naval Association held its annual dinner and dance on January 29, Shipmate J. May, Chairman of the National Council, was present.

The Branch President, Shipmate Lieut.-Cdr. J. H. Maundrell, R.N. (ret.), welcomed the guests, and Shipmate J. H. Walsh, the Branch Chairman, proposed the Loyal Toast. The Toastmaster for the evening was Shipmate T. C. Ashley.

Mrs. E. C. Robbins, wife of the Hon. Secretary of the branch, presented the President with a cheque from the wives and friends of the branch, for branch funds.

Tyne now has own premises

At long last the Tyne branch of the Royal Naval Association has its own premises, Rear-Admiral A. Sinclair, C.B., D.S.C., the Regional Naval Officer, performing the official opening ceremony, by unveiling the crest of H.M.S. Newcastle, presented to the branch by the Commodore, R.N. Barracks, Portsmouth.

Guests included the Lord Mayor of Newcastle, General Sir Ian Riches, K.C.B., D.S.O., Royal Marines, Capt. Thorburn, C.B., R.N.R., the commanding officers of H.M. Ships Keppel, Oracle and Glamorgan, and representatives of the ships' companies, and members of branches of No. 11 Area, R.N. Association.

During the evening, Major Easton, T.D., R.A., who commands the Tyneside Scottish Battery (T.A.), where the Tyne branch has held its meetings for the last few years, bestowed honorary life membership of the Sergeants' Mess on all the Tyne members—an honour which was received with great acclaim. He also presented a plaque of the Regimental crest to hang in the club.

The visit of Keppel and Oracle to the Tyne resulted in a couple of splendid social evenings for the ships' companies—the impromptu one being considered the better.

Membership of the branch is now 283 and more are coming every week as a result of the Press publicity of the opening.

The large dry dock, to take ships up to 60,000 tons, which was to have been built at Portsmouth, has been cancelled.

NATIONAL HEALTH SERVICE HOSPITAL DOMESTIC MANAGEMENT

About twenty trainee posts are offered to suitably qualified persons wishing to become HOSPITAL DOMESTIC SUPERINTENDENTS. The scheme is open to men or women who have:

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- obtained a certificate in Institutional Housekeeping and Catering after a two-year full-time course at a college approved by the Institutional Management Association.

Training starts in September 1966 and will last for about six months. Salary during training at the rate of £540-£565 per annum.

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For further particulars and application form, write to the Ministry of Health, R.S. (A) Division, Alexander Fleming House, Elephant and Castle, London, S.E.1, or any Regional Hospital Board, or, for Scottish posts, Scottish Home and Health Department, Room 130A, St. Andrew's House, Edinburgh 1.

Closing date for applications 7th April, 1966.

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Serving Naval personnel should apply through their Commanding Officer.

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A busy year ahead for cyclists

THE Royal Navy Cycling Association has always been known as a prolific promoter of cycling events but, under the Chairmanship of Capt. J. R. Marigold, A.M.I.E.E., R.N., of H.M.S. Collingwood, the coming season looks like being a bumper one.

The major task is to organise three, possibly four, of the five Inter-Service Championships. The shortest event, the Hill Climb, is the odd one out. The massed start race will, it is hoped, be run by the Army C.U. using the course at Blandford which was the venue for many years. If the negotiations for this circuit fall through the event will revert to the Lee on Solent one. This is, perhaps, not quite so tough, but with the strong wind that always seems to be blowing at Lee many riders misjudge the severity of the ride. Irrespective of the venue the date of this hard event, which the Navy have yet to win, is August 6.

HARD RACE EXPECTED

The 50 miles time trial is again being held on the course at Emsworth. This event also incorporates the Navy Championship and the Portsmouth area Inter-Club Championship of all the local civilian Clubs, so a real hard fought race is expected on May 22.

This season a new event is introduced into the Inter-Service programme, viz., a 25 miles time trial. This event will be held in the Exeter area and organised by Medical Technician Tony Fowler of the Plymouth Command Club. The Army were the prime movers of this idea and with their large numbers of junior riders a hard battle is expected for the honour of being the first title-holders. April 23 is the date.

The track events are being held as usual on the Portsmouth track at Alexandra Park. Friday June 17, will see each Service competing for its own championships and on June 18, the Royal Navy will attempt to retain the Inter-Service Trophy won for the first time last year, after a first-class meeting that had the crowd on its feet.

Full details of these events and others in the R.N.C.A. calendar can be obtained from the Racing Secretary, C.A. (W) App. Evans, 298 Mess, H.M.S. Collingwood, Fareham, Hants.

Sports Fixtures

THE following sports fixtures have been arranged for March:

- 2 Soccer, Inter Command Cup Final, Victory Stadium.
- 3 to 5 Netball, Inter Command Championships, R.N.B. Portsmouth.
- 4 Cross country, Inter Command Championships, H.M.S. Dryad.
- 8 Soccer, R.N. v A.F.A. London.
- 9 Boxing, R.N. v R.A.F. Plymouth.
- 9 Soccer, Challenge Cup Final, Victory Stadium.
- 10 and 11 Basketball, Inter Command Championships, R.N.B. Portsmouth.
- 11 Cross country, Inter Service Championships, H.M.S. Dryad.
- 11 and 12 Boxing, I.S.B.A. Championships, R.M. Deal.
- 16 Hockey, R.N. v London University, Portsmouth.
- 16 Fencing, R.N. v Civil Service, Portsmouth.
- 18 and 19 Rugby, Inter Command Youth Rugby, U.S. Ground, Portsmouth.
- 19 Fencing, R.N. v Welsh A.F.U. Portsmouth.
- 23 Soccer, R.N. v Army, Aldershot.
- 23 Hockey, R.N. v Army, Eastney.
- 26 Rugby, R.N. v R.A.F. Twickenham.
- 26 Cross country, Combined Services v E.C.C.U. H.M.S. Dryad.
- 30 Hockey, R.N. v Hampshire, Portsmouth.
- 30 Soccer, R.N. v R.A.F. Victory Stadium.
- 30 and 31 Boxing, I.S.B.A. Championships, R.N.B. Portsmouth.

AN IMPRESSIVE RECORD

THE record of representative sport by Surg. Lieut. (D) M. W. Blake, R.N., is an impressive one, for he has played for the Navy and Combined Services at hockey and squash, and for the Navy at tennis during his five-year Short Service Commission.

He was born in Bangalore, India, which probably accounts for his proficiency at hockey, and superimposed the English thrustful play upon delicate Indian stick-work when he came home to school at Aldenham in 1945.

'Marc' went on to Grey's Hospital to qualify in Dental Surgery, and whilst there played for Hertfordshire and was a member of the winning County Championship side in 1958.

A LOSING FINALIST

He played hockey and squash for the Navy as soon as he joined and then spent some time at sea in the Dartmouth Training Squadron and in the Far East in H.M.S. Hampshire. Since his return he has been a



Surg. Lieut. M. W. Blake, L.D.S., R.C.S., R.N.

hockey team very competently in a quiet and unassuming manner, but is always ready with a word of advice for the not-so-able. We are very grateful for his help and example in good sportsmanship, and hope we shall see a lot more of him and his charming wife when he leaves the Service to set up practice in Southsea in September.

SPORTSMAN OF THE MONTH

regular member of the Navy hockey and squash teams and was losing finalist in the R.N. Squash Championships last year.

In the summer 'Marc' plays tennis to Navy standards and swings a golf club when he has time.

Surg. Lieut. Blake is at present catching up on his 'fang-filling' in the Royal Naval Barracks, Portsmouth, and captains the U.S. Portsmouth

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